

VOLVO
SERVICE

J. N. Macdonald & Co.
138 Clydeholm Road,
Glasgow, G14 0QE.
Phone 041-954-9631.

Official and Classified
ADVERTISEMENTS

Continued from Page 23

WHEN ORDERING GOODS ADVERTISED
IN OUR CLASSIFIED COLUMNS WE ASK
OUR READERS NOT TO SEND MONEY IN
ADVANCE BUT TO PAY CASH ON
DELIVERY.

F. R. PURSELL,
ADVERTISEMENT DIRECTOR

AIRCO

SYNTHETIC ROPE
NET ROPES
AIREDALE ROPE CO LTD
LEEDS 13
Tel. Pudsey 556655
Telex: 556497 Airco

SITUATIONS VACANT

NORSENET LTD.

IS NORWAY'S BIGGEST EXPORTER OF
COMMERCIAL FISHING GEAR
TO THE WORLD MARKET

In Great Britain we have already an established market for our high quality products in the purse seining and trawling sector. To maintain our good relations with vessel owners and skippers, and to increase our activities in sales and repairs, we are looking for an

UK AGENT OR REPRESENTATIVE
FOR TRAWLS AND
TRAWL EQUIPMENT

The person or company to represent us should preferably be situated in North-East Scotland, and have access to premises where repair jobs on trawls could be done.

The representative must be able to handle formalities in connection with import licensing and customs clearance of shipments, or arrange such procedures through outside assistance.

If you are interested in discussing a cooperation with us, please send us a letter with details to:

NORSENET LTD.
P.O. BOX 846, N-5001 BERGEN,
NORWAY
Tel: 47-5-263001. Telex: 42657



PS — IF YOU COME TO "CATCH78" IN ABERDEEN, PLEASE VISIT US AT THE NORWEGIAN STAND No. B670 IN THE BICHAN PAVILION.

ENERGETIC
MARINE
SALES AGENT

required selling to all branches of the Marine Electrical and Electronic Industry including Ship Builders, Ship Owners, Marine Architects, Wholesalers and Installers.

Territories available:
Scotland
Northern Ireland
Eire

Please apply in writing giving full details of other lines carried and your connections with the marine industry.

GLOBELEC LIMITED
Grove Road
WOKING
Surrey
GU21 5JB

SECOND HAND (FULL)
REGISTERED DISTANT WATER
FREEZER TRAWLER, OVERALL
LENGTH 270ft., OPERATING
AREA NORTH ATLANTIC
VOYAGES SEVEN TO EIGHT
WEEKS, MINIMUM SERVICE
TWO VOYAGES.

Applications stating age and experience to:

**ATLANTIC FISHERIES
DEV CO. LIMITED**

6 Princes Street,
Cork, Dublin

Tel: CORK 54824 or
DUBLIN 971589

PRODUCTION MANAGER—
BERWICK-ON-TWEED

FICO SEAFOODS LIMITED are a privately owned company involved in processing of a full range of frozen fish products. Due to their steady growth and consequent implementation of a full second shift they can now offer the opportunity to a person of proven ability in running and controlling all aspects of frozen fish production.

For further information, applications giving details of age, qualifications, and relevant experience should be sent to:

**FACTORY MANAGER,
FICO SEAFOODS LIMITED,
TWEEDSIDE TRADING ESTATE,
BERWICK-ON-TWEED**

PUBLIC NOTICE

Notice to Mariners

ROCK DUMPING ON SHELL EXPRO'S GASLINE
We are continuing to dump rock over the FLAG's gasline in the following areas:

DECCA MAINCHAIN 60 CO-ORDINATES
SECTION ALPHA
GREEN D 22.74
GREEN D 23.50
GREEN D 24.40
GREEN D 24.87
GREEN D 25.83
GREEN D 26.35
GREEN D 27.11
PURPLE H 02.01
PURPLE H 02.01
PURPLE H 02.01
PURPLE H 02.01
PURPLE H 02.01
PURPLE H 02.01
PURPLE H 02.01

SECTION BRAVO
SECTION CHARLIE
SECTION DELTA
This operation is being carried out by the barge "Frank" and will continue into February.

The vessel employed frequently lays to two anchors, the cables of which extend 550 metres up current from the vessel. A wide berth is requested.

Notice to Mariners
ROCK DUMPING ON SHELL
EXPRO'S GASLINE

Work on the St. Fergus/Brant Gasline is due to resume on the 18/6/78. The Rock Dumping vessel "FRANK" will be conducting a survey of the pipeline from St. Fergus offshore to a position 57° 28' 30" N 14° 40' 00" W. Chain 60 North Scottish Green 35.3 (corrected), Purple 60.28 (corrected). Survey work should require two days after which rock dumping will commence for approximately four weeks over parts of this section of pipeline. The vessel "FRANK" frequently lays to two anchors, the cables of which extend 550 metres up-current from the vessel. A wide berth is requested.

OFFICIAL
NOTICE
Proposal to change
ship's name

I, Iolo Currie Hughes of 'Belmont House' Marine Parade, BARMOUTH, GWYNEDD, Owner of the fishing boat 'Tyrone Trident' of Aberystwyth, Official No. 184293, Gross tonnage 7.20 tons. Registered tonnage 3.72 tons. Previously owned by A. Gray, of Felgate Gardens, Gateshead Tyne & Wear. Propose to change the name of her to 'CAN-Y-DON'. Any objections must be sent to the Registrar General of Shipping and Seamen, Llantrisant Road, CARDIFF CF6 2YS, within seven (7) days of the appearance of this advertisement.

Ring Myra

01-353 6981
Telex: 21977

and dictate your
Classified Ad. for
next week's issue.

VESSELS WANTED

WANTED, Trawler, 45-55ft. up to 20 years old 150/250hp engine, required for trawling, long lining and acquiring with gear. If suitable and ready for sea. Up to £20,000 for right boat. Write or phone Best, 11 Chappel Terrace, St. Marys, Cornwall. Telephone St. Marys 49.

WANTED, Fishing Vessel, 35ft.-45ft. boat, long lining, 150hp engine, must be sound, ready for sea. Telephone Ripley, Derbyshire (03) 812815.

WANTED, Fishing Vessel, 35/45ft., must be sound, ready for sea, draft 6ft. with or without engine. Best No. 878.

WOODEN trawler wanted under 40ft., must be sound, photograph and details to Cliff Henderson, Fishers Craft, Portlaving, Kirkcubright.

TRAWLER 35/45ft., must have good draft and beam, up to 150hp available for sound boat and engine. Photographs returned, telephone Plymouth 57088.

WANTED medium size trawler at medium sized price. Sound hull, deck and engine, must be seaworthy but can be in need of some superficial repairs, telephone 01 208 3550.

FOR HIRE

4 to 20 men liferafts, 11ft. x 11ft. Co., 14 Chappel Road, Tipton, Colchester, Essex COE 0RA. Tipton 815649

INSURANCE

SALVUS BAIN (Management) Limited
Managers for
SUNDERLAND MARINE MUTUAL INSURANCE CO. LTD.
(Established 1882)

Over 2,000 fishing vessels are now insured by us ranging from an 18ft. inshore boat in Cornwall to a 150 ft. purse-seiner in Farøe. All these vessels have the benefit of our wide cover which is one of the most comprehensive available including hull machinery and outfit and Third Party and Employers Liability and are subject to a No Claims Bonus of up to 20%. Our policy is approved by the W.F.A. H.B.S. B.M. etc. while we have Surveyors and Agents in all major ports. Various additional covers are available including Personal Accident, Passenger Liability and Loss of Fishing Insurance. The Management Company can also arrange a complete insurance service for Oystermen and Crabbers including Life, Pensions, Car, etc.

For personal service and attention write to:
5 The Esplanade, Sunderland, Tyne & Wear or telephone (0783) 42851 (10 lines). After hours (0783) 77490 or 228857.

"THE FISHERMEN'S OWN"

For untroubled pleasure sailing. Comprehensive marine, war, liability and accident insurances for private and pleasure of commercial fishing vessels.

**FISHING VESSELS
CO-OPERATIVE INSURANCE SOCIETY**
111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2

PULL-OUT COMPLETE

WYRE TRAWLERS' pull-out from Fleetwood has been completed with the departure of Wyre Defence. She sailed for Aberdeen to join the Wyre Revenge, Wyre Vanguard and Wyre Conqueror. These vessels are at present crewed by Fleetwood men who travel home every other trip.

This now ends a connection with Fleetwood which began in 1889 when the Wyre Steam Trawling Co. was formed. In 1944 Fish Merchants (Fleetwood) Ltd. acquired the firm's shares and it ran under their banner until Associated Fisheries bought them out — a move which led to a big building programme.

EEC'S HERRING BAN SPELLS TROUBLE

THE EEC Commission is expected to try and force a total ban on herring fishing off the west coast of Scotland. And this could have severe repercussions on British fishing off Norway.

This move follows recommendations by the International Council for the Exploration of the Sea, which also includes the TAC on herring off the west coast of Ireland being cut by half.

The commission is expected to make its proposal for a west coast ban at its meeting on June 19. Apart from its effect on

Scottish operations, the ban could also spell danger for the Humber side deep-sea fleet, which now works north of 62° off Norway.

If Norway is stopped fishing for herring off the west coast, then she is sure to retaliate with a ban on trawling for cod and haddock in her northern sector.

News of the proposed ban has already caused an angry reaction in Scotland. "We just could not accept it," a

spokesman for the Scottish Fishermen's Organisation told Fishing News.

While the ban might be biologically necessary, it would cause havoc among the fleet which would be left without anywhere to fish, he pointed out.

"The only way a west coast ban could be accepted is if the North Sea is opened up again," he added.

Out of the 54,000-tonne quota on west coast herring,

Scottish fishermen were given 39,000 tonnes. So far fishing has been very poor with only 10,000 tonnes caught and five months of the quota gone.

Last week the herring

started to pick up for the first time and a large number of boats moved on to the grounds. With the big months on herring coming up later this year, the Scots expect no trouble using up their quota.

COMMENT FURY AT FAROE

THE BREAKDOWN of the blue whiting transshipping operation with the Russians has come about because fish do not respect man-made limits... and through the bloody-mindedness of the Faroese!

On the first count there is little to be done except to learn the lesson that talking about "our" fish can be a dangerous assumption — especially when the fish have no idea whom they are supposed to belong to. The second count can only serve to underline how petty the issue of territorial waters has become between supposedly developed fishing countries.

The Faroese action in ordering the non-fishing Russian meal ship out of her waters when British trawlers legitimately fished to supply her, put paid to the whole venture which had been so important to hard-pressed fishermen from Humber and Fleetwood.

What is more discouraging is that there can be little recourse in dealing through the EEC, as we have to, with a third country like Faroe. It has been made painfully clear by some member states of the Community that they would like to see the end of the link between the British and East European factory fleets. So there will be little support from Brussels for any attempt to reason with the Faroese.

So far, the British Government has admirably backed the Eastern bloc operation as a good opportunity for our fishermen. Until the EEC can come up with a better deal on fishing, we see no reason for this stance to change.

With the Eastern bloc fleet intending to come in again shortly for mackerel, we hope that Minister John Silkin will be on his guard when the EEC gets round to dishing out quotas on this stock. By cutting the British mackerel quota sufficiently, Brussels might see this as a back-door way in which it can get rid of the "red" factories from its waters.

fishing news

Editor: Harry Barrett
Assistant Editor: Ian Strutt
Managing Director: W. A. Cathles

Advertisement Manager: Bill Barber
Circulation: Ann Dunsford
75-77 Ashgrove Road, Ashley Down, Bristol BS7 9LW.
Tel: 0272 425711

110 FLEET STREET, LONDON EC4 2JL.
Tel: 01-353 6961. Telex: 21977

The fish pound boards you don't fish around for.

Alcoa aluminium fish pound boards. They're hygienic, easy to clean, strong, light and economical. And as many as you want are ready for delivery right now.

Alcoa of Great Britain Limited, Nurseries Road, Garrowhill, Bailieston, Glasgow
Tel: 041-771 9381

Alcoa is the trademark and registered trademark of Aluminum Company of America

ALCOA

Seiners and 'pairs' hit the high-spots

GRIMSBY'S anchor-seiners and pair trawlers turned in a whole series of remarkable grossings last week — but the trawler owners suffered.

Landings topped 35,000 kits for the first time this year.

The port's lumper force had its work cut out handling the glut of fish, mainly from the North Sea fleet.

In the end, despite a certain amount of acrimony from the small boat operators, only four complete trips and one part-trip were not landed for the appointed market.

It is understood the local landing company is attempting to recruit some temporary assistance to increase the work force through the summer when landings are at a peak.

BUT's gamble of putting Northern Reward (Skipper Wally Harris) on a Bear Island trip failed to come off and the 576-tonner, after virtually drawing a blank there, finished off the 24-day trip off Norway.

Landing on the last market before the spring holiday weekend (never the best), Northern Reward turned out just 577 kits, almost entirely codstuffs, and ended up well in debt on £14,512. Despite this poor return Northern Reward was being prepared for another distant water trip.

There was a different story from her sister-ship Northern Gift (Skipper Ray Pepper). She turned in the week's best grossing of £43,836 from 1,354 kits, including over 1,000 of codstuffs and 150 of coley, after another 24-day trip spent off the Norway coast and in the Norwegian sector of the White Sea.

Earlier Belgium (Skipper Frank Gray), landing a 26-

day White Sea trip for the Boston Group, mustered only 233,050 from 1,088 kits. Only 730 were codstuffs.

There was very little to cheer about from the middle water trawlers and only

BUT's Ross Lynx (Skipper Dave Cooper) topped £20,000. The 130 ft. cat' grossed £21,525 from a nicely mixed 18-day Western trip of 787 kits, which included 135 of haddock, 400 of codstuffs, 175 of coley and 25 of whiting.

H. L. Taylor's Yesso (Skipper Peter Brown) was runner up on £19,844 from 857 kits, whilst a big 1,029-kit

turn out from BUT's Ross Kelvin (Skipper Roy Kurz) made only £18,984.

With some fine cod and plaice trips by the seiners, it was not surprising to find seven vessels grossing more than £9,000 and four in five-figure amounts for the first time ever at Grimsby.

There seems to be no stopping the Consolidated

Fisheries' fleet and, over the week, the firm banked in excess of £100,000 as well as breaking the seiner port grossing record twice.

Guldborg (Skipper Hans Kristensen) hit £13,426 from 448 kits and, then 24 hours later, Rosenberg (Skipper Niels Peter Jensen) notched up £13,523 from a tally of 503 kits.

Cockle man's big bill

COCKLES supplied by former Essex fisherman Tony Meddle contributed to an outbreak of acute food poisoning in December 1976.

At the High Court at Winchester last week, Mr Meddle of Leigh-on-Sea was ordered to pay £15,633 compensation, plus the legal costs of five other parties who had been involved in legal action.

The case against Mr. Meddle had resulted from 'knock-on' litigation. This started when 92 guests of a Southampton firm of solicitors were taken ill after eating seafood cocktail at a hotel.

The solicitors sued the hotel owners, Gilbey's Hotels and Catering Ltd., which agreed to pay £15,633 compensation plus costs. In turn the hotel sued its supplier, Walton's of Southampton. This was followed by Walton's suing the wholesaler, Dave's Seafoods of Bristol.

It was eventually Dave's Seafoods which sued Mr. Meddle.

The judge found that though Mr. Meddle had not been negligent, blame must fall on him because of his obligation under the Sale of Goods Act.

CREW SEE BOAT BURN

FIVE Scottish fishermen were rescued from the North Sea this week when the 24-ton Valhalla was destroyed by an engine-room fire.

The crew took to the liferaft but stayed close to the burning vessel hoping they would be spotted.

Dense fog throughout the day hampered a rescue but, finally, the raft was located by the container vessel Atlantic Star and the German trawler Hoheweg.

Skipper Hugh Carter and his crew were taken aboard the German vessel, whose crew tried to put out the fire.

The damage was too great and she sank. The Wick men had been three hours in the liferaft at the time of rescue and were transferred, soaked but unhurt, to the Wick boat Ardent.



Above: Skipper Egon Dam made a £9,430 start with Ulla Viola last week. She is seen soon after her arrival.

His son Hans (left) kept it in the family by making the trip from Denmark in Hanne Bork (right) pay.

Like father, like son...

TOP anchor-seiner skipper, Egon Dam, has made a great start in the former Esbjerg anchor-seiner Ulla Viola which he fished across from Denmark last week.

He landed a 399-kit catch at Grimsby and made £9,430 for the vessel's new owner, Consolidated Fisheries Ltd.

Egon gave up command of the Humber record-breaker Christiansborg to take command of the 48-ton Ulla Viola and landed cod and codling from the very prolific Heligoland grounds. The trip lasted 14 days.

It was quite a family affair for the next day, on May 24, Egon's son Hans brought in Consol's other recent Danish purchase, the 38-ton Hanne Bork.

Another maiden

There was a good start here, too, with a grossing of £7,979 from 385 kits (mostly of codling), again after 14 days.

Both vessels are well equipped with electronic aids and deck equipment, including two-drum Ramme seine rope storage units. Both vessels have since been re-registered at Grimsby.

Also in the money last week with another former Esbjerg anchor-seiner on her maiden trip to and from Grimsby was Skipper Harry Thomsen in Flora Thomsen (ex-Jens Højen, E 45). Her 287 kits of cod and plaice grossed a very useful £8,923.

The next former Esbjerg vessel to arrive in Grimsby is likely to be the anchor-seiner Lillian (E 280), which has been bought by Grimsby owners and will operate through the United Seiners Co. (Grimsby) Ltd. agency.

the new SAMSON STORM MASTER 30 Workboat

A ruggedly designed boat of steel plate construction, produced to a high specification at the incredibly low price of £9,860 + VAT ex works including 2.6 litre 4 cylinder water cooled diesel engine 60HP at 3,500 RPM.

10' Beam.
Spacious cockpit.
Open deck for fishing/cargo.
Comfortable cabin with full standing headroom.
Can also be offered as a cruiser.
Fully equipped for use.
Send for full details. Overseas trade enquiries welcomed.

SPRINGER ENGINEERING

Mill Hill Road, Market Harborough, Leicestershire LE16 7DP. Telephone: Market Harborough 2982



Good Luck on the Derby ... May The Horse Be With You.

Mr. Barrett of Fry's Pan Alley

and me

'Ogano man's body found

JACK FORBES, a deckhand with the Grimsby middle water trawler *Ogano*, was found to be dead after he went overboard into the sea.

His body was recovered from the North Sea some 30 miles off the Shetland Islands at the beginning of last week. Mr. Forbes (35) went missing on May 21, but a search by all vessels in the area was badly hampered by poor visibility and dense fog. Eventually, after several hours, the Grimsby middle water vessel *Ross Civet* located the body and recovered it from the sea.

A native of Aberdeen, Mr. Forbes was staying at the Royal National Mission to Deep Sea Fishermen in Grimsby. He was on his second trip in *Ogano*.

Limit line Order

A NEW limit line is to be enforced off the south coast.

The Minister of Agriculture, Fisheries and Food has just told Robert Adley, MP for Christchurch and Lynton, that he is making an Order for definite base lines off Mudeford.

It will be three miles seaward of the longest headlands at Mudeford. Mr. Adley has been backing the fight by Mudeford Inshore Fishermen's Association for a long period.

Mudeford fishermen, who have been protesting for several years, say these big trawlers (including foreign ones at night) will no longer be able to come close inshore without prosecutions. Nearby Southbourne coastguards will be keeping watch to safeguard the Order.

Since big beam trawlers have come close inshore, Mudeford fishermen say they have been unable to make a decent living and their future livelihood was threatened.

CANADA SHUTS THE DOOR

HOPES FOR joint ventures with Canada inside her 200-mile limit must have plummeted last month when Fisheries Minister, Romeo LeBlanc, made it clear that his country was going-it-alone on developing fishing.

Questioning the "colonial attitude" that Canada is an under-developed fishing nation, Mr. LeBlanc asked in a speech to the Fisheries Council of Canada if there really was a great need for joint ventures.

He warned: "Foreign capital investment need and should not become a major feature of the Canadian fishing industry."

"We did not get the 200-mile zone to let it be taken over by the back-door, with foreign companies borrowing our flag to catch our fish."

"I do not want to see the Maple Leaf become

the world's fishing flag of convenience."

Where new fishing techniques are needed, these will be developed or purchased.

Mr. LeBlanc added that, because Canada is a major supplier of fish, she is in a strong position to enter into fishing arrangements with foreigners and learn their methods.

The latest blast from the Fisheries Minister comes at a time when the West Germans are bidding to get involved in Canada in a big way. The giant trawling and processing firm Nordsee has made an offer for a controlling interest in Ocean Harvesters, a Newfoundland fish factory.

Nordsee says it is prepared to invest £20m.

— but Scots slip a boat in



Juneve IV — fishing from Canada.

ONE SCOTTISH skipper has already taken advantage of Canada's need to push new fishing techniques.

The 86 ft. *Juneve IV* — together with her regular skipper William Strachan and his crew — left Peterhead in April after being chartered for the work by the Canadian Government for 80 days.

Included in the fishing gear which the vessel took with her were nets made by the Peterhead firms of Caley Fisheries and Jackson Trawls.

The vessel is based at St John's, Newfoundland, and is being used to show the Canadians the art of Scottish fly-dragging seine netting and also white fish pair trawling. She is working in partnership with a Canadian vessel.

Juneve IV, designed by Tynedraft Design Ltd. of Newcastle on Tyne, is a typical example of the larger class of modern steel seiner-trawler built for the Scottish fleet in recent years.

She was built as *Calados* by Cubow Ltd. of Woolwich, London,

in 1975 for the Strachan family, but was subsequently renamed *Juneve IV*.

Propulsion is provided by a Mirreless Blackstone 850 hp engine turning a Linsen controllable pitch propeller; gear handling machinery includes Robertson winches and net drum, plus a Rapp net winch.

Last year she was fitted with Lossie Hydraulics rope reels. Fish finding instruments are by Simrad and Elac.

Salmon —co-op warns share skippers

A FISHING organisation involved in the east coast salmon 'war' has taken steps to prevent a recurrence of illegal salmon fishing.

Eymouth Fishermen's Mutual Association has warned the skippers of the boats it holds shares that, if they are convicted of salmon poaching, they will face severe action.

After hearing this, Sheriff James Paterson admonished the firm at Duns Sheriff Court.

Gully

The association had been found guilty of illegal fishing off the Berwickshire coast, as part owner of a fishing boat which was caught poaching by a naval fishery protection patrol.

Sheriff Paterson had deferred sentence until he saw what action the association intended taking, but he said he thought the firm could still take more effective measures to police the boats with which it is involved.

QUEEN WAITS FOR HER CROWN

WENDY SUMMERS (17) is all set for a royal year — she has been named as the 1978 Tweed Salmon Queen.

Her coronation on the banks of the Tweed at Berwick in July is one of the most colourful events in the Border calendar.

Wendy — a fifth form pupil at Berwick High School, is hoping to go to drama school. Her hobbies include acting, singing and dancing.



CALEY FISHERIES GROUP

FISH SALESMEN, FISHING VESSEL MANAGERS, SHIPS' CHANDLERS, OIL DISTRIBUTORS.

We have first class facilities at:

- ABERDEEN:** CALEY FISHERIES (PETERHEAD) LTD., 23 COMMERCIAL QUAY, ABERDEEN. TEL. ABERDEEN (0224) 53347.
- BUCKIE:** THE MORAY FIRTH FISHSELLING CO. LTD., 10/12 COMMERCIAL ROAD, BUCKIE. TEL. BUCKIE (0542) 32152.
- FRASERBURGH:** CALEY FISHERIES (PETERHEAD) LTD., 7-9 DALRYMPLE STREET, FRASERBURGH. TEL. FRASERBURGH (03462) 3241.
- GLASGOW:** CALEY FISHERIES (GRANTON) LTD., FISHMARKET, 130 BLOCHAIRN ROAD, GLASGOW. TEL. 041-552-2515.
- GRIMSBY:** CROAN CARNIE & SLEIGHT (GRIMSBY) LTD., AUCKLAND ROAD, FISH DOCKS, GRIMSBY. TEL. GRIMSBY (0472) 56008.
- NEWHAVEN:** CALEY FISHERIES (GRANTON) LTD., 50 WEST HARBOUR ROAD, GRANTON, EDINBURGH. TEL. 031-552-5565.
- NEWHAVEN:** DAVID DOW LTD., 50 WEST HARBOUR ROAD, GRANTON, EDINBURGH. TEL. 031-552-4215.
- NORTH SHIELDS:** CALEY FISHERIES (GRANTON) LTD., TANNERS BANK, NORTH SHIELDS. TEL. NORTH SHIELDS (08945) 72183.
- OBAN:** CALEY FISHERIES (GRANTON) LTD., RAILWAY PIER, OBAN. TEL. OBAN (0631) 3354.
- PETERHEAD:** CALEY FISHERIES (PETERHEAD) LTD., 11 HARBOUR STREET, PETERHEAD. TEL. PETERHEAD (0779) 2414.
- ULLAPOOL:** CALEY FISHERIES (PETERHEAD) LTD., THE QUAY, ULLAPOOL. TEL. ULLAPOOL (0854) 2355.

Caley's new HQ

CALEY Fisheries Ltd. officially opened its new Tyneside headquarters at North Shields last week.

To mark the opening of the premises, which house Caley's fish-selling operations on Tyneside, company chairman Graham Hellyer presented gold watches to 11 Scottish skipper-owners who regularly land at the port.

Caley has shares in a number of vessels and the

skippers who received watches were the firm's top-earners in 1977.

Speaking at the presentation, Bill Dalziel, managing director of Caley, said the new building was "a show of faith in North Shields as a port of the future."

"Despite the various uncertainties which surround the fishing industry at this time, we believe that the industry has a future — and that this

future lies with the inshore fleet."

Mr. Dalziel said that, because of its faith in North Shields, the company had decided to invest in the port and "chose this particular building because of its proximity to the area suggested for the siting the new fishing harbour."

Mr. Dalziel said it was planned to use the four-storey building for fish processing, cold storage and a store as well as a base for fish selling operations.

The skippers who received watches were: J. A. Aitchison, *White Heather V*; J. A. Buchanan, *Scarlet Line*; D. Fairlie, *Nova Spero*; W. W. Fairlie, *Stardust II*; J. E. Fleming, *Inc. McBeth*; C. H. Home, *Fruitful Harvest*; G. A. T. Moodie, *Rose of Sharon*; D. Moodie, *Sharon Vale*; J. B. Moodie, *Sharon Rose*; R. McBeth, *Sedulous II*; and R. D. O. Stewart, *Mayflower IV*.



KINGFISHER CHARTS

are pleased to announce

KILLYBEGS FISHERMEN'S ASSOCIATION

CHAPEL LANE, KILLYBEGS CO. DONEGAL Telephone Killybegs 71

Have been appointed Agents for Kingfisher Charts in County Donegal

EURONETE



the world name
in precision netting

TRAWL GEAR
NETTING - TWINES - ROPE
FLOATS AND BOBBINS

BLUE P.P.
COMBINATION 6/6
ALL SIZES FROM
10mm-22mm
NOW IN STOCK.
PRICES ON APPLICATION

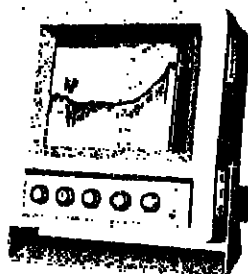
EURONETE (U.K.) LTD.
SIDINGS RD., FLEETWOOD, LANCs.
Tel: Fleetwood 2341 (039 17)
Telex: 67800 Euronete Fleetwood

Grange Marine Services

Introduce

a big brother to the popular — best selling
NO 200

FISH FINDER N.F.S. 800



For only £270 all the advantages of Japanese
technology and reliability for the professional fisher

GRANGE MARINE SERVICES LTD

BURNFOOT LANE, FALKIRK
Tel: 0324-27321/2 Telex: 779365
TRADE ENQUIRIES WELCOME

WAYDON

Tel:
BURTON
LATIMER
3488

LOBSTER POTS
Moulded in Polypropylene
giving a very tough pot.
Detachable base for inter-
stacking during carriage.
Available ex-stock!!!!

at £4.75 + VAT & Carriage.
Pinedon Station Road, Pinedon
Wellington, Northants.

For deliveries in Ireland contact: Coastal Holidays Marine,
Pier House, Glendora, Co. Cork. Tel: Leap 91.

Conferences and exhibitions

TOP SPEAKERS
'ON THE LIMIT'

PLANS to help
safeguard Britain's
troubled fishing in-
dustry will be outlined
at a top level con-
ference on frozen foods
later this month.

Leading fisheries repre-
sentatives are to meet for a clear-
the-air debate on world
problems at the First Inter-
national Frozen Food In-
dustries' Conference in Lon-
don taking place from June
26-28. The conference will be
taking place in conjunction
with the First International
Frozen Food Industries' Ex-
hibition at Olympia (June 25-
29).

Britain's case following the
stalemate of EEC Common
Fisheries Policy talks and
restrictions already imposed
in certain seas will be put by
Mr. C. I. Meek, chairman of

the White Fish Authority.

The dramatic effects of
EEC membership and virtual
halting of distant water
fishing are among key topics
to be considered in a special
workshop entitled "Is There a
Limit?"

The workshop — one of a
series on the third and closing
day of the conference (June
28) at the Royal Lancaster
Hotel — will be chaired by
Mick Coburn, managing
director of Findus, one of
Britain's foremost frozen food
companies.

The central issue of the
debate will be the future of
quick-frozen fish, in the light
of greater emphasis on in-
creased competition in com-
modity trading.

Though most of the
world's catch is still hunted
for immediate consumption,
a progressively large propor-
tion is frozen and traded as an
international commodity.

Mr. Meek will give his ver-
dict on the changing face of
the nation's fish production
and consumption in the ses-
sion *The British Industry's
adaptation to the new
Regime*. Delegates taking
part in the workshop will also
hear the views of overseas ex-
perts.

Murray Berger, president
and chief executive of United
States company, Seabrook
International, is to examine
the impact of re-allocated
limits on world fish supplies
for frozen food industries.

*Newfoundland's New
Status* sees the Canadian
province's Fisheries Minister,
Walter Carter, elaborate its
new responsibilities as an im-
portant supplier of white fish
since the US and Canada
applied a 200-mile limit.

In *Iceland — Frozen Food
Supplier*, the access to a large
North Atlantic source of
white fish, which has made
Britain's "cod war" enemy a
significant frozen fish
supplier, will be explained by
Olafur Gudmunsson, a direc-
tor of Icelandic Freezing
Plants Corporation and
manager of its United
Kingdom operation.

In *The Global Market*,
world-wide consumption and
marketing trends will be
reviewed by Robert Erkins,
publisher of the International

Mr. C. I. Meek,
chairman of the
White Fish
Authority, is to put
Britain's case on
restrictions al-
ready imposed in
certain seas at the
conference.

Dr. Geoffrey
Burgess, director
of Aberdeen's
Torry Research
Station, will give
details of new
resources found
because of the
limit clampdown.

Erkins Seafood Letter.

And the search for new
sources and species caused by
pressure on supplies and
fishing limits will be detailed
in *Exploiting Unused Fish
Resources* by Dr. Geoffrey
Burgess, director of Torry
Research Station, Aberdeen.

Mr. Coburn will also speak
on the first day (June 26) of
the conference under the

heading: *Can We Keep Up
with Demand?*

Further details from: The
Conference Secretary, Food
Focus, 2 Harewood Place,
Hanover Square, London W1
(01-629 8817). Attendance at
the half-day workshop costs
£40 (+ £3.20 VAT) and full
three-day conference regis-
tration can be made for
£225 (+ £18 VAT).

Humber show's
fish feature

FISHING is planned as a major feature of a new ex-
hibition aimed at showing what Yorkshire and
Humber have to offer the business world.

Named *Expansion '78*, the
Yorkshire and Humber
International Trade and In-
dustries Fair & Conference is
a four-day event running
from September 7-10 this
year. The show will be based
on St. Andrew's Dock, Hull.

There are big opportunities
for trade, industry and com-
merce in the region generally,
say the organisers, Intermark
Exhibitions.

Much of the northern part
of the region is scheduled as
a development area.

Humber's principal ex-
isting activities of road, rail
and sea transport, ship-
building, engineering and
offshore oil and gas explo-
ration and production, together
with support facilities, will be
featured.

A special section within the
exhibition is to be devoted ex-
clusively to exhibitors in or
associated with the fishing in-
dustry, from fishing to
processing, freezing, pack-
ing, distribution and
marketing operations.

A conference — to be held
in the Royal Station Hotel,
Hull in conjunction with the
exhibition — will feature
speakers on a wide range of
subjects relevant to the grow-
ing industrial and com-
mercial strength of Yorkshire
and the Humber.

First registered at Grimsby
in November 1884, *Westward
Ho* was built at the Grimsby
yard of Furner, Leaver & Co.
The vessel was ordered by
well-known local smack
owners, Frederick Moody and
George Moody.

Dandysmanned, she was
crewed by three men and two
boys. *Westward Ho* is 77ft.
long, 20.8ft. on the beam and
she was first commanded by
Grimsby skipper, William
Willkinson.

Vandals
close
quay to
public

ONE of Whithy's biggest
tourist attractions — the
fish quay — is to be closed
to the public during work-
ing hours following com-
plaints by fishermen of in-
creasing vandalism.

The men also said there
were health and safety risks if
dogs and people are allowed
to wander on the quay while
catches are being unloaded.

The town's harbour com-
mittee decided to close the
quay and officers on its
security.

Russell Bradley, Scar-
borough Borough Council's
chief executive, said some
people regarded the quay as
an adventure playground.

Skipper Robert Harland
said the mooring ropes of
boats costing nearly £500,000
had been cast off by vandals
and lives could be lost if this
happened when the River Esk
was in spate.

He said fish worth £1m.
was landed on the quay last
year and there was an im-
portant hygiene factor.

Agency deal

EBB (Shipbrokers) of
Dundee has become agents
for Salisbury steel boat-
builders, Avon-Brunel. The
deal was agreed at this week's
Plymouth Boat Show.

Meal smell
walk-out
threatened

THE threat of a walk-out
by 500 Aberdeen
engineering workers over
the smell caused by the
nearby Caledonian Fish
Meal Plant at Greenwell
Place, Aberdeen, cleared
the air quickly.

Workers made the threat in
a letter of complaint to Aber-
deen District Council.

They said that the smell
was "nauseating" and could

last for periods of anything
from five hours to five days.

Mr. Archibald, conveyor of
the Amalgamated Union of
Engineering Workers at the
Consolidated Pneumatic's
tool division, said that any
claim by the workers for loss
of earnings would be given to
the Aberdeen District Coun-
cil.

The letter also invited
members of the committee to
go to the plant and smell the
"sickening" odour.

The matter was then hand-
led over to the city's health
and cleansing committee and
quick action was taken.

Since the ultimatum was
put before the committee the
situation has greatly im-
proved and full co-operation
has been given to stop the
smell recurring.

SALMON EVIDENCE

SIR, I was surprised to see in
Fishing News, May 5, that Mr.
Watkin should take such ex-
ception to my letter.

As for providing evidence of
illegal fishing for salmon, I
quote *The Daily Telegraph* (4-8-
77): "Mr. Marcus Kimball
recently visited Billingsgate.

The Tory MP reckoned that
two-thirds of the salmon in the
London wholesale market had
been caught by drift-net . . .

There is a further reference
in *Hansard* (19-5-78) by the
Under-secretary of State for
Scotland: "It has been es-
timated illegal catches in 1977
were worth £800,000."

Another correspondent, Mr.

Mathison, quotes fines out of
proportion, and a man losing
his job over one salmon. Not a
few policemen have lost their
jobs over a few packets of
cigarettes! Foreign fishing
boats have been fined tens of
thousands of pounds for a few
boxes of fish.

On the rights of landlubbers
to police the sea, Mr. Mathison
should buy the relevant Fishery
Acts from H.M. Stationery Of-
fice. Cheap at the price! It is
not his view nor mine that
counts, but the relevant Acts of
Parliament, interpreted
through courts of law.

My third challenger is Mr.
Duncan, who asks me to name

people and boats. Latest case!
R. M. Davies, MFV *Spitfire*,
LH107, Aberdeen Sheriff
Court, May 5, for drift netting
47 salmon in Mr. Mathison's
area.

Mr. Duncan's followers are a
very small minority and I do not
intend to give them the public-
ity they seek by continuing this
correspondence further.

I am confident, after reading
official Government reaction to
drift netting as published in
Hansard for May 19, that H.M.
Government have the matter
firmly in hand.

Mr. Duncan and his friends
and allies are not the large ma-
jority of inland fishermen to
whom the salmon industry is
something minuscule compared
to the real problems facing
Scotland.

BILLINGSGATE
ALLEGATIONS

OVER the past two months correspondents in our
"letters" column have been taking issue with Mr.
Foraythe-Grant on Montrose over his allegations that
illegally-caught salmon is being handled at Billingsgate
fish market.

Because of the publication
of the letter from Mr.
Foraythe-Grant on April 28, it
has been brought to our notice
that members of some sec-
tions of the industry feel that
this implies we agree with the
views expressed.

To set the record straight,
we would point out that
Fishing News does not
necessarily agree with the
views put forward in published
correspondence.

In this particular case, we
would like it to be clear that
we disassociate ourselves
from the remarks made by
Mr. Foraythe-Grant.

Short
supply
lifts
prices

FLEETWOOD was again
short of fish last week with
the result that prices were
on the high side for May.

Top ship was the Boston
side trawler *Boston Explorer*,
commanded by Skipper Bill
Anderson, which landed 748
kits from the middle-water
grounds for £22,020.

She was followed by the
French stern trawler
Treacac landing her first
trip at the port. The vessel
had 858 kits including 55 of
hake, 35 of cod, 30 of
mackerel, 150 of haddock,
20 of whiting, 70 of colley, 15
of roker, 35 of dogs and 150 of
ling which sold for £20,483.

An indication of the good
markets is given by the catch
and grossing of Andrew
Wilson (St. John Banks). She
landed 237 kits worth £7,921.

On the same day *Rosamonda*
(St. Ken Beavers) landed
195 kits which sold for £5,144
and *Craigmillar* had a top-
quality catch making £4,567.

SPEED, POWER AND
MANOEUVRABILITY

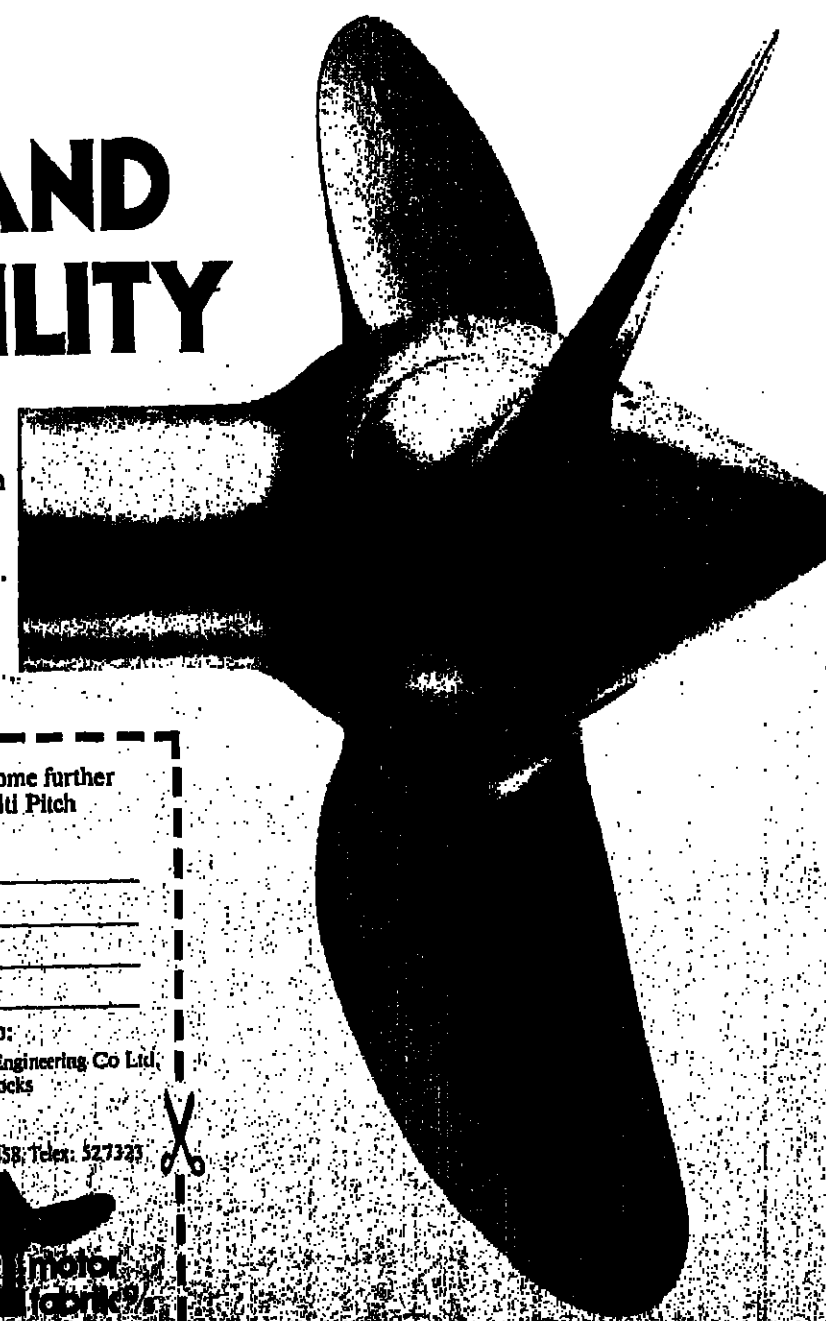
Manoeuvring in tight spots is always a problem for fishing vessels, freighters and tugs
which are only equipped with a fixed propeller and an ordinary reversing gearbox.

Multi Pitch propellers provide a perfect solution. Simply by adjusting the propeller pitch
you maintain total and precise control over a vessel's movements in the water.

An additional advantage is that you can choose either maximum speed or maximum
power, depending on which you need. This too is done by simply varying the pitch of the blades.

The Multi Pitch unit also makes good economic sense because it means you never have
to overload the engine by forcing it down to a lower RPM when cruising at reduced speeds.

If you would like to know more about our Multi Pitch propellers please phone or write
for our free colour brochure.



Please send me some further
information on Multi Pitch
propellers.

Name:

Address:

City:

Postcode:

Send this coupon to:

Anglo Dansk Marine Engineering Co Ltd,
Robinson Lane, Fish Docks
Grimsby, DN1 3SF
England.
Phone: 0472 51437-51438 Telex: 22323

Hundested Motor
& Propeller Fabricators

"..and on stand B690
you can see how MIT
increase your running
speed on water."

WE ARE EXHIBITING AT



The new variable pitch propellers marketed by
MIT ensure maximum horsepower throughout the
engine speed range. This means more power where
you need it most.

These blades have Norske Veritas Ice Class C
approval.

MIT for sales, spares &
repairs, anytime, anywhere.

MIT SERVICE

MIT SERVICE

HEAD OFFICE: QUEENBOROUGH SHIPYARD, SOUTH ST., QUEENBOROUGH, NENT, WENTWORTH

Net firm knocks up double century

TODAY (Friday) marks the 200th anniversary of the founding of Ayreshire net and twine manufacturers W. & J. Knox Ltd.

At a ceremony being held today Her Majesty's Lord Lieutenant of Ayr and Arran, Colonel B. M. Knox, M.C.T.D., will unveil a plaque commemorating the occasion.

Colonel Knox is the sixth generation in direct line of descent from the founder of the company and was connected with the firm until last year.

The company's story began in 1750 when one William Knox started a flax bleaching

operation on the banks of the River Garnock. In 1778, with his son Robert, he set-up a water-operated textile mill in Kilbirnie to spin the fibre.

Initially the new firm produced linen thread but, later, added a range of flax netting twines which were sold all over the world to fishermen who hand braided their own nets.

In 1898 the company merged with its two main competitors, William Barbour and Sons of Lissburn, Northern Ireland, and Finlayson, Bousfield and Co. Ltd. of Johnstone, to form the Linen Thread Com-

pany which is now known as Linindustries Ltd. Last year Knox was purchased outright by Cosalt Ltd., but still trades under its original name.

The merger led to rationalisation of plant with the heavier weaving machinery being moved to Grimsby and the lighter units being concentrated at Kilbirnie.

Following the merger, Knox also acquired the Annahilt polythene extrusion plant. So, it will now be able to control the quality of its polythene sheet netting throughout the manufacturing process.

Today Knox makes a range of twines,

sheet netting and also complete nets. Purse seine panels are exported to leading Norwegian net makers, but Knox plans to move into purse seine manufacture.

The firm is also a major supplier of polypropylene cod nets to Denmark and also finding a rapidly expanding market for these nets in the UK.

Following the acquisition of the net making interests of the Gourock Ropework Co., Knox also makes a range of trawls and seines. In addition the firm is becoming involved in fish farming with a range of cage nets built to customer requirements.

COME IN OCEAN CONTROL!

SOUTH Angus MP, Andrew Welsh, is to ask the Government to investigate the possible setting-up of a world ocean authority. This would control the offshore movements of shipping and the construction of ships as a protection for the fishing industry.

Mr. Welsh said the international underwater authority, Jacques Cousteau, was advocating such a move.

At the same time Mr. Cousteau wanted an end to the building of supertankers and, instead, fleets of smaller oil tankers to be built. This would mean that, if there is oil spillage, it would not be at

the disaster level which recently hit Brittany and the beaches near Lowestoft.

Mr. Welsh said: "Mr. Cousteau is concerned about the damage done off the British coast to oyster beds from the oil spillage there. He fears that weeds will replace algae. 'I dread the thought of any oil spillage off the Scottish coasts with the adverse effects it would have.'

"We have strict control of air traffic, but we are lax in controlling shipping."

"If we had a world ocean authority, controlling the offshore movement of shipping and setting international standards for the building of ships, it would minimise a lot in possible spillages."

MP all at sea

NORTH ANGUS MP Allick Buchanan-Smith, was up early on Monday to go for a day's fishing on board the sloop *Glen Durn* from Gourdon, Kincardineshire.

Mr. Buchanan-Smith said: "I think the best way to hear the fishermen's problems is by going out with them during a day's work."

"The industry is at a critical stage at the moment since the Council of Ministers in Brussels is expected to discuss policies soon."

"It is imperative that in these talks in Brussels, the Fisheries Minister, Mr. Silkin, stands firm and fights for fishermen."

OBITUARY

C. J. T. "Jack" Charnock has died at the age of 75. He was one of the best known personalities in the Fleetwood fishing industry which he joined in 1920 with Clifton Steam Trawlers.

When the firm closed down in 1945, he joined Boston Deep Sea Fisheries as chief salesman.



GRIMSBY'S already depleted distant water fleet of trawlers took another knock last week when it was announced that two more motor trawlers are to follow *Prince Charles* and *William Wilberforce* to ship breakers.

This time the vessels sold for scrap are Consolidated Fisheries' 439-ton sister-ships *Spurs* (GY 897) and *Blackburn Rovers* (GY 706). Both trawlers have been sold to breakers near Portsmouth and are expected to leave Grimsby for the very last time under their own power later this month.

Neither vessel has fished this year due to the crippling restrictions on quotas and licences which have had savage repercussions on the distant water wet fish fleet is now laid-up.

Don Lister, director and fishing vessel manager of Consols, told *Fishing News* the decision to scrap had been taken reluctantly. Both trawlers are due for a major survey and the high costs of keeping them laid-up was another factor which influenced the decision.

Spurs and *Blackburn Rovers* were built by the Goole Shipbuilding and Repairing Co. in 1962 as two of 12 near identical 140-ft. motor trawlers Consol built in the late 50s and early 60s to replace the firm's steamers.

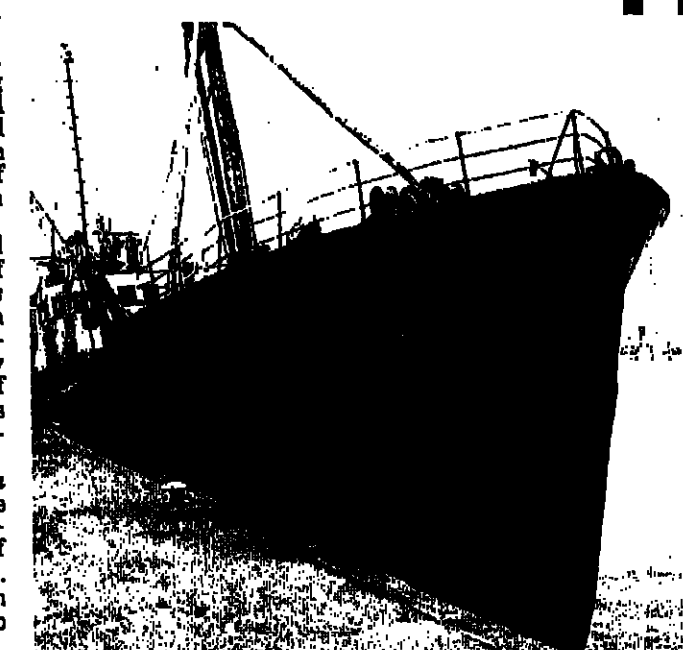
Notts County was lost off Iceland in 1968, so Consol now has only nine trawlers on its books at Grimsby, although it is rapidly expanding into the North Sea seiner section.

Spurs was one of the most successful in the series, being a regular big money earner. Last year — under Skipper Bill Hardie, junior — she was once again the company's top grossing trawler and chalked up 2413,311 from 12 distant water trips.

Blackburn Rovers made 16 trips last year, most of them on the middle water grounds, after stepping down from distant water work due to lack of quotas.

RELEGATED!

'Spurs' and 'Rovers' sold for scrapping



Above: *Spurs*, top earning trawler with Consolidated Fisheries last year, and *Blackburn Rovers* (left). Both vessels have now been sold for scrap.

LANDINGS DOUBLE

VALUE of white fish landed at Whitby in January and February — the last months for which figures have been published — was almost double that for the same months last year.

In February the fleet landed 5,496 cwt. worth 295,394, compared with 3,660 cwt. worth 252,801. In January the catch was 5,476 cwt. valued at 216,536, compared with 4,436 cwt. and 288,391.

'Lives at stake'

STRONG criticism has come from Whitby cobbie fishermen after the RNLI's decision to close Runswick Bay lifeboat station.

Objections have been made by the Cobblers' Association to RNLI headquarters.

The cobblermen said in a letter that, with the advent of fishing by trammel nets instead of the traditional longline, greater risks are being taken by cobbie crews to work the nets and recover them in bad weather. "Cobbles are working north and south of Whitby and Whitby lifeboat cannot look after the increasing cobbie fleet at each side of the port."

"In our opinion a rubber inflatable lifeboat will prove totally inadequate in winter."

"Runswick lifeboat has always been self-supporting and has never been a liability to the RNLI."

"To close the station will mean putting fishermen's lives at stake and we cannot find any justification in this short-sighted move."

The letter said: "There cannot be any plan for this closure. The lifeboat is managed by a first class crew and has never had any money problems. We ask you to reconsider your decision on Runswick lifeboat."

let's talk radar

Redifon/Furuno Radar - 'It's most reliable' says Alex Thomson, skipper and owner of the 'Emma Thomson'

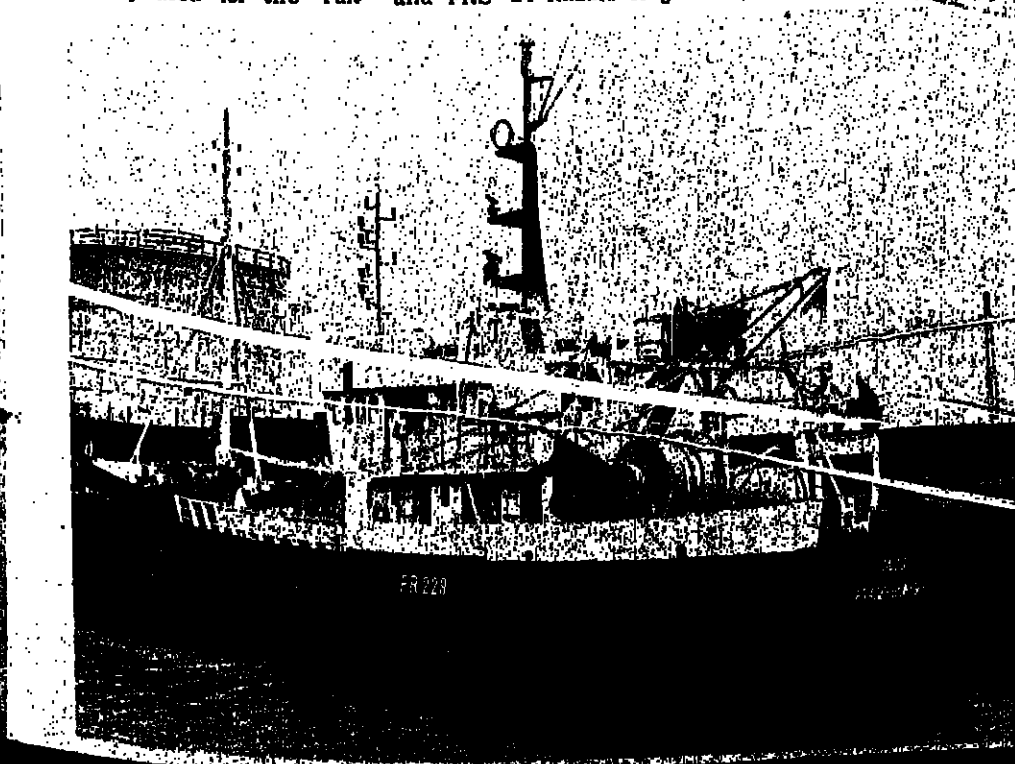


'Emma Thomson' fitted with a range of Furuno equipment including Furuno FRS 48 and FRS 24 Radars.

New Norwegian built Purse Seiner 'Tait's' fitted with Furuno radar combination

The 146ft 'Tait's' which was recently completed by the Norwegian shipyard of Karmoy Mek for the Tait family of Fraserburgh is pictured below. The 'Tait's' is equipped with Furuno FRM 64 and FRS 24 Radars to give

maximum reliability and range of performance. We wish her successful fishing.



Alex Thomson should know about Furuno reliability. He has been using Furuno Radar on the 'Emma Thomson' INS 100 for more than two years with excellent results.

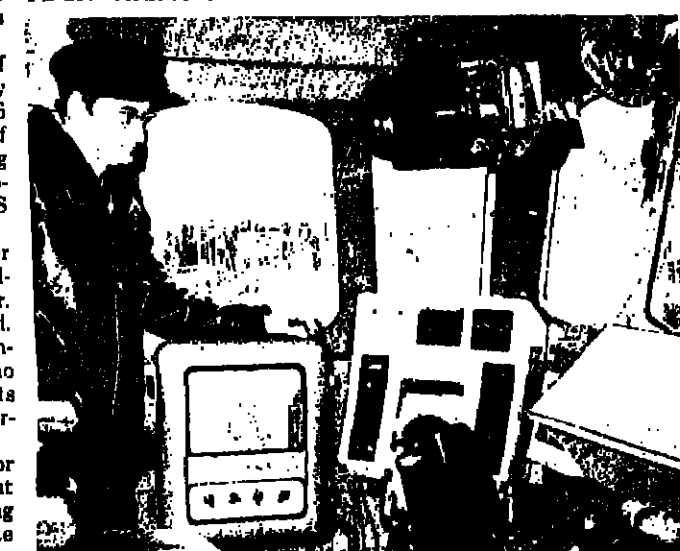
The 'Emma Thomson' of Lossiemouth was built by Campbelltown shipyard in 1976 and is fitted with a range of Furuno equipment including their FUV 11 and F 850 Echo-sounders as well as their FRS 48 and FRS 24 Radars.

Another skipper and owner with experience of the reliability of Furuno Radar is Mr. George Foreman of Peterhead. On board the 'Star of Bethlehem', he has two Furuno FRS 24 Radars and reports consistently excellent performance and results.

Furuno's reputation for reliability coupled with great performance is becoming widely appreciated. It is quite common to hear of skippers operating Furuno Radar for over twelve months without requiring a service.

The recent building by James Noble's Fraserburgh yard — the 74 foot 'Devotion' PD 217 — for brothers Alex John

and James Hay Strachan — is fitted with a full range of Furuno equipment including two FRS 24 Radars.



Mr. Alex John Strachan skipper/owner in the wheelhouse of the 'Devotion'. One of the vessel's FRS 24 Radars can be seen at the top right of the picture.

Redifon/Furuno FRM 64 and FRS 24 What a great package!

More and more skippers are now specifying the Furuno FRM 64/FRS 24 Radar combination.

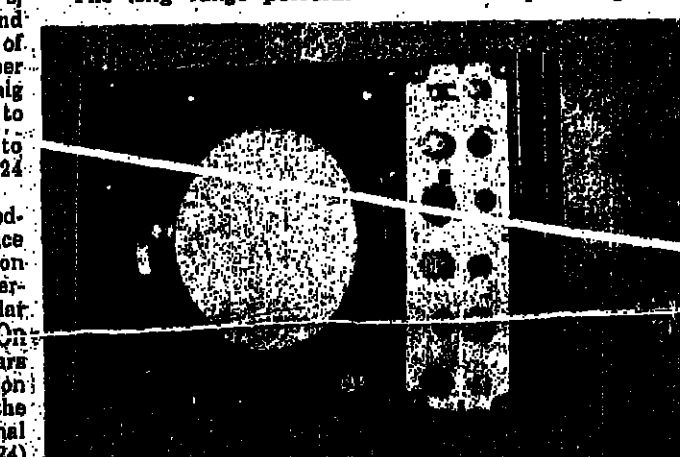
Recently equipped with the Furuno FRM 64 Radar, in addition to their existing FRS 24's, are the MFV 'Stephens' and the MFV 'Spasmagna' both of Kijkel. In Scotland, skipper Alexander Manson of Mallaig has also fitted an FRM 64 to his vessel the 'Silver Sea' to complement the FRS 24 already fitted.

By fitting these two ruggedly built high performance Radars, the ideal combination of long and short range performance in normal dual radar installations is achieved. On the lower ranges these Radars offer excellent discrimination for close targets due to the 0.5 foot scanner (or an optional 4 foot scanner on the FRS 24) and a 1.25° horizontal beam width.

The FRS 24 is supplied with a magnifier as standard, the unmagnified display being 7", while on the FRM 64 a clear well defined presentation is given on a 10" CRT.

The long range performance of both these Radars is ensured by the 7kW output power of the FRS 24 and the 10kW output of the FRM 64.

Both the FRS 24 and the FRM 64 Radars operate from all known ships' voltages.



The display panel of the FRM 64.

REDIFON Sole UK distributor for FURUNO

UK: Redifon Telecommunications Ltd., 8100 Hill Road, Weymouth, Dorset, SW19 6JG. Denmark: Tel: 01-46 94 600. Norway: Furuno Norge A/S, P.O. Box 821, N-5001 Alesund, Norway. Tel: (071) 24855.

AIRCO synthetic SEINE NET ROPE

Shirley's Fishing Works Ltd.
REPORT No. 58149 22nd May 1978
Your Ref: NW/VV. Results of test on sample, described as Length of used Synthetic Seine Net Rope, received 16th May 1978, from 16th May Rope Company Ltd., Leeds.
Airedale Test No. A377
Maximum load 6740 pounds, 2.01 tons.
Remarks: fracture took place clear of the grips.
Your Ref: NW/VV. 'Airco' Seine Net Rope, 21" circ. applied to 'Fisher's' Mutual Association Ltd., Ryegate, taken from M/S Benhammar, skipper Mr. A. Robinson, after 2 years use.

speaks for itself

AIREDALE ROPE COMPANY LTD
BRAMLEY LEEDS LS13 3LS
Telephone: Pudsey 555655/6. Telex: 556497 Airpoc

50

years ago

... Retelling some of the stories which appeared in our columns this week 50 years ago.

JUNE 2, 1928

FLEETWOOD Fishing Vessel Owners' Association agree to German trawlers having the same facilities to use market boxes as Fleetwood-owned boats. This is one of the most important developments since German vessels used Fleetwood as their base.

LATEST addition to the North Shields fleet runs trials successfully and begins first trip. She is *Tynemouth Castle* owned by Messrs. F. W. Catchedle and Co.

MAN eating shark entangled in 30 nets of the drifter *Gowan* during a trip to the Irish coast. The shark weighed five tons.

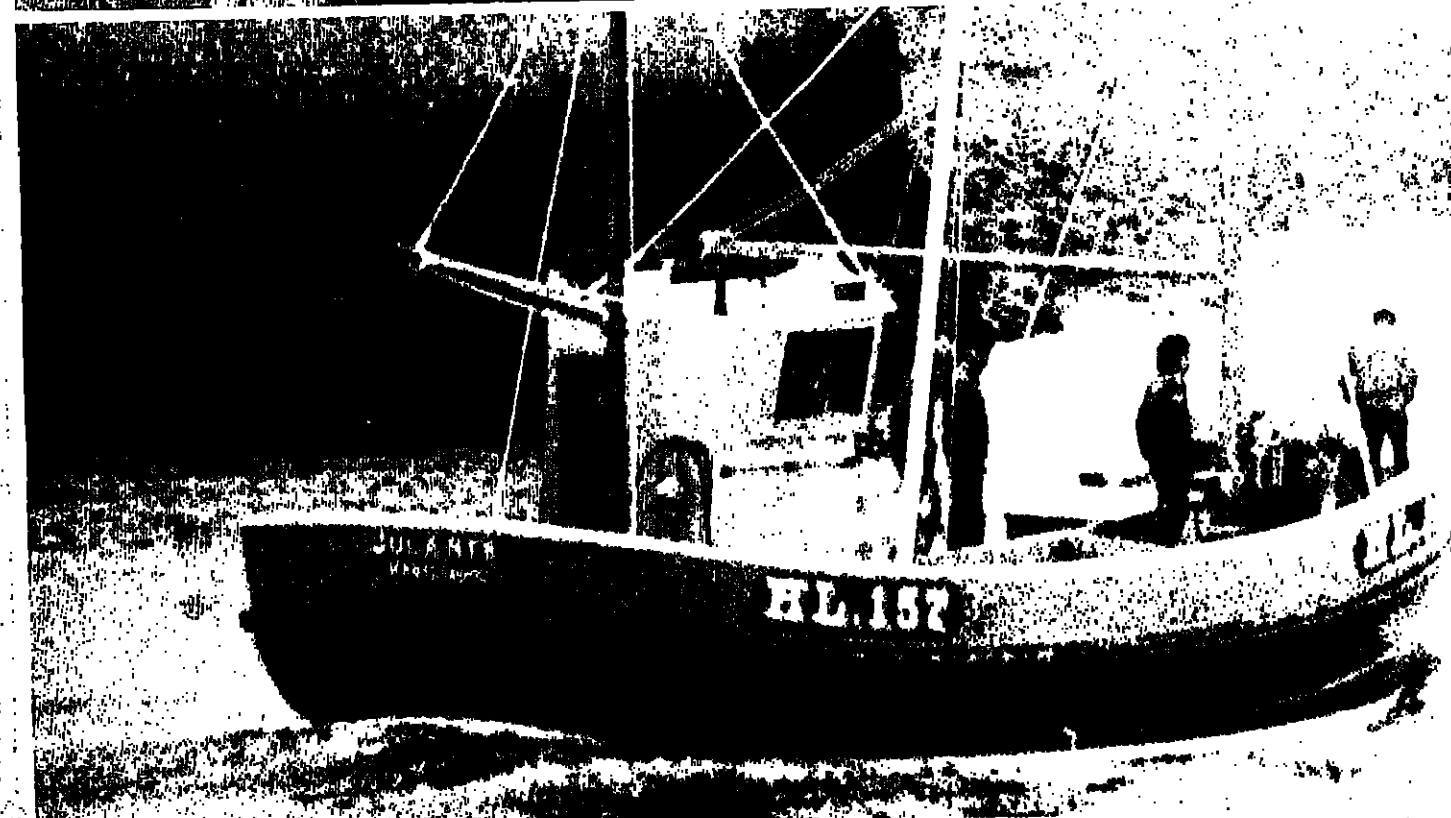
FINANCE Committee of Aberdeen Harbour Board appoints sub-committee to meet sub-committee of Town Council to consider method of paying for £130,410 fish market extension.

220 BOATS, including 136 British steam trawlers, are now based at Fleetwood.

WHOLE of Stornoway Harbour Commissioners' curing plots taken up by fishcurers. Preparations for herring fishing on greater scale than ever before at Stornoway.

BOSTON Deep Sea's steam trawler *Bonthorpe* arrives at Fleetwood in excellent condition after steaming 231 miles per day for 18 days from Canso, Nova Scotia.

HARTLEPOOL'S NEW INSULATIONS TRAWLER



A WOODEN-hulled inshore trawler has just been built for J. J. Harrison, Amble, Northumberland Price & Sons.

She was designed by J. Hardman of Lytham and has been built to the requirements of the Department of Fisheries.

Construction is larch on oak frames and she is carvel built. She is fitted out for soft bottom trawling and her owners are delighted with her.

Propulsion is provided by a Gardner 6LX 110hp diesel which develops 1200 rpm and drives a fixed Bruntons 40in. propeller from a Gardner gearbox.

The hydraulic trawl winch, situated at the fore end of the vessel, is a 1000 model, made by the Scarborough firm of North Sea Winches.

The winch is driven off the fore end of the engine by a North Sea Winches hydraulic pump.

Jabsco bilge and deck wash

Julante—

38-footer

from Amble

boatyard

pumps are fitted with a deck pump.

Twin fuel tanks fit the engineroom port.

Top: the vessels winch which is driven off the fore end of the engine by a North Sea Winches hydraulic pump.

Above: the transom sterned *Julante* entering the harbour where she has just joined the local fleet.

CYGNUS WORKBOATS

May 1978 Vol. 3



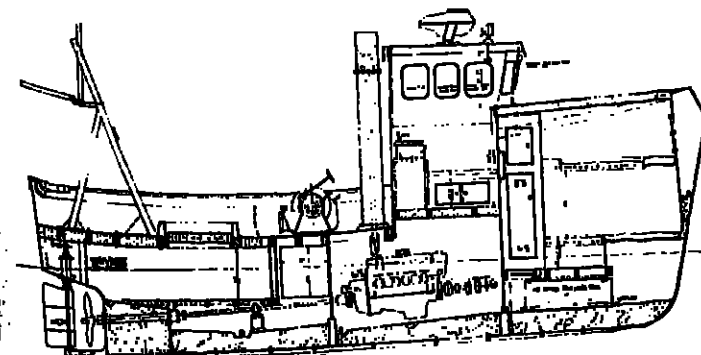
FIRST STANDARD GM26 FOR NEWLYN

LATE in 1977, Cygnus announced their intentions of trying to keep the cost of fishing vessels down by more simplification and the use of more moulded components in fitting out. The first example of this concept was MFV Kookaburra—a GM26 mackerel/lining boat for Sam Lambourne of Newlyn. With the new moulded GM wheelhouse pushed right forward, she has plenty of uncluttered, self-draining deckspace, and the absence of side decks enabled Sam to have his dual station controls tucked out of the way (see photo). Access to the fishhold is through a standard, moulded Cygnus hatch with raised coamings.

Propulsion is from a Thornycroft 154 marine diesel, developing 45hp at 2500rpm, through a 2:1 reduction PRM140 gearbox. The vessel features a Spencer Carter 1000lb line hauler on a P-bracket, Sailor RT144B radio, and a Kelvin Hughes Depmar 131 echometer. Steering is Wagner 700 series hand hydraulic.

Needless to say, Sam is absolutely delighted with his vessel—which, incidentally, Sam bought part complete from Cygnus, and finished off himself. Both Cygnus and the Newlyn fishermen think he's done a very good job.

CYGNUS BOATS FOR SAUDIA ARABIA



THE British White Fish Authority Industrial Development Unit (IDU) at Hull, who have been commissioned by Saudi Arabia to organise a modern fishing industry in their waters, have placed an order for two GM32 Research fishing vessels with Cygnus Marine. The order, which was put out to tender to all the GRP yards in Britain, was won against stiff competition, and Cygnus were 'delighted' to win what they consider a prestige order. It is obviously hoped that there will be more orders to follow.

The first two GM32's, being primarily for Research work, are very well equipped, both in terms of deck machinery and electronics, and are capable of carrying out virtually all methods of inshore fishing. The accommodation area for four persons, as well as the fishhold, are fully insulated with 75mm of polyurethane foam. Powered by a tropicalised Sabre 103hp normally aspirated diesel, driving through a 3:1 Twin Disc MG506 gearbox, the vessel features the following gear: Spencer Carter 1 ton trawl winch and 1/4 ton line hauler, Decca 110 radar, Decca DP150 autopilot, Simrad EY echometer, Sailor RT144B VHF radio telephone, Wills-Ridley T-SQ hand hydraulic steering, Lister 1 1/2kw auxiliary generator, Wynnstrument straight-line wiper, Jabsco 1 1/4in. bilge/deckwash pump. The vessel will be built under WFA survey throughout. When building vessels of this calibre, it is not necessarily the price at the bottom of the page that's most important, it is the technical expertise of the yard in depth to cope with the project and its execution.

CYGNUS AT WORK AND PLAY



THE smiling face belongs to Robbie Curtis—skipper/owner of the GM32 MFV Rockhopper—one of the most well known Cygnus boats. He's smiling because that day he and his three crew caught 1050 stone of mackerel on hand lines. This payload was brought back to port on the deck of his vessel. He was to repeat this feat again in the same week.

Rockhopper was the second GM32 built by Cygnus, and recently came back to us for the fitting of a Decca DP150 autopilot, Sailor RT144B radio telephone, and installation of dual station Wills-Ridley steering.

Pictured (right) is Colin Parker's GM37 Byrman at the Fishing Regatta trawler race. She didn't win the race, but she was the top grosser in the Co-operative for boats up to 40ft LOA two years running!

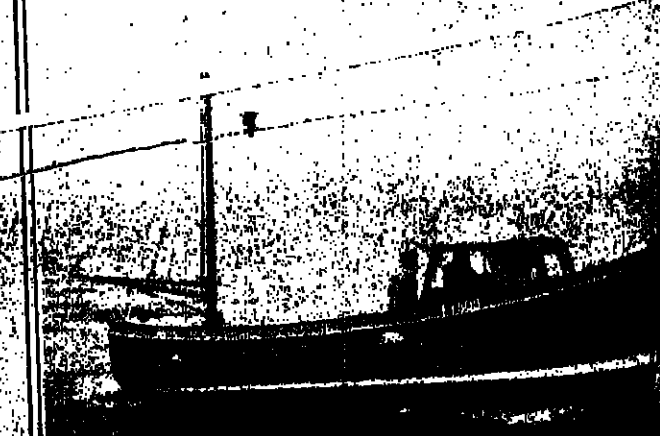
Insulations Ltd.

Unit No. 2 Chaucer Industrial Estate, Polegate, Sussex. Tel: Polegate 5125
STD 032-12-5125

North Star Industrial Ice Makers are built for rugged and reliable service, are simple to operate and are very versatile. The compact size requires a minimum of space and is easy to install, even without factory supervision, and are also suitable for shipboard installation. The ice maker will efficiently produce more ice per BHP applied, or more ice from the same compressor, than any other ice maker. 1.3 tons of refrigeration per ton of ice from incoming water at 60°F (15.5°C) at 16°F. Each ton of dry sub-cooled ice provides the equivalent of more than 17,000 square feet (1580 square metres) of cooling surface to chill and cool perishable and critical products.

Call and see us at Stand 845 in the Buchan Pavilion at Catch '78 in Aberdeen between June 14th-18th, and see a Model 10 Ice Maker in operation.

Cornish sk new Super



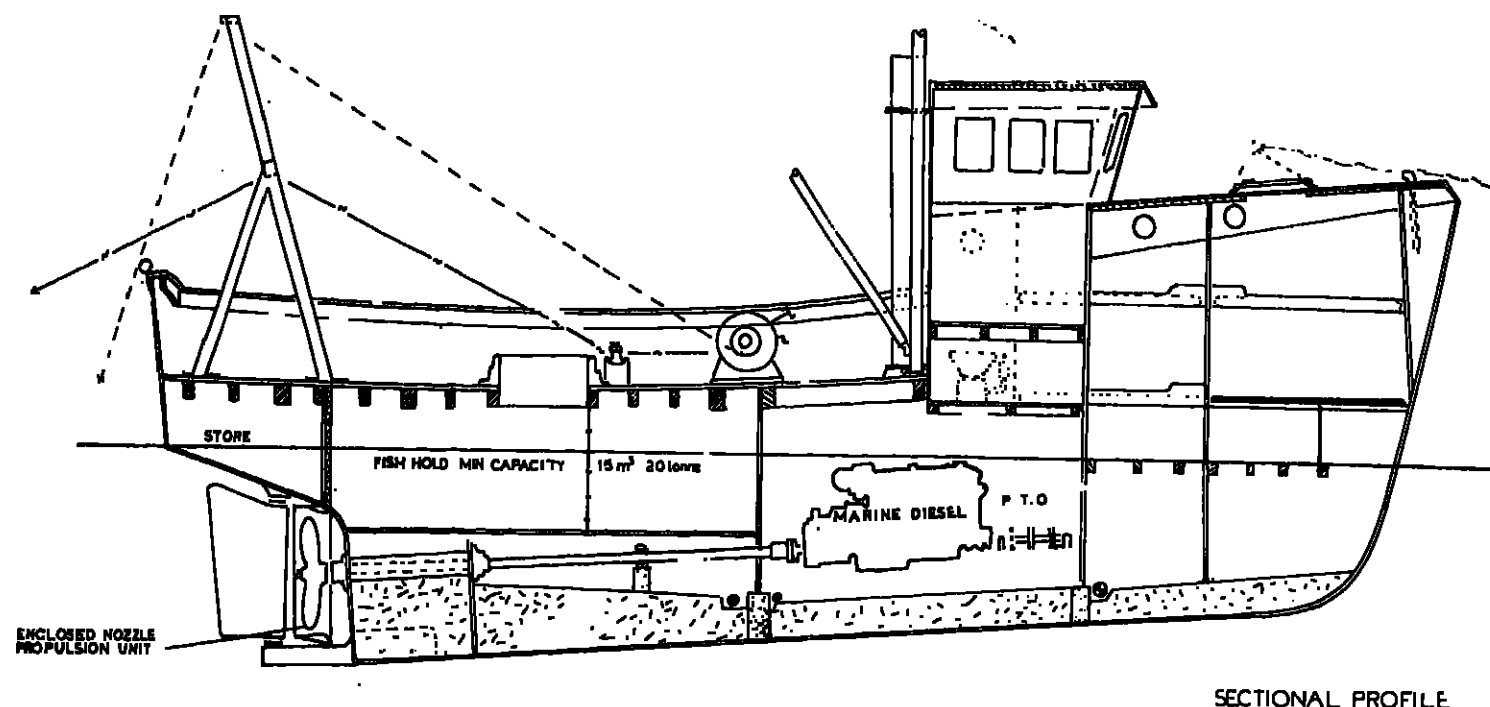
GM43—A FANTASTIC START

SINCE the announcement of the GM 43 late in 1977, Cygnus has been inundated with enquiries for this big, beamy inshore fishing vessel, which although it is now 44ft. long, still comes under the D.T.I. 12 metre registered rules. Letters have been arriving at up to fifty a week — particularly from Scotland where the 17ft. beam and the big depth of the Cygnus boat has been particularly appealing, being very much in line with the shape of their traditional wooden craft. Cygnus expect to be producing one GM43 a month in 1979.

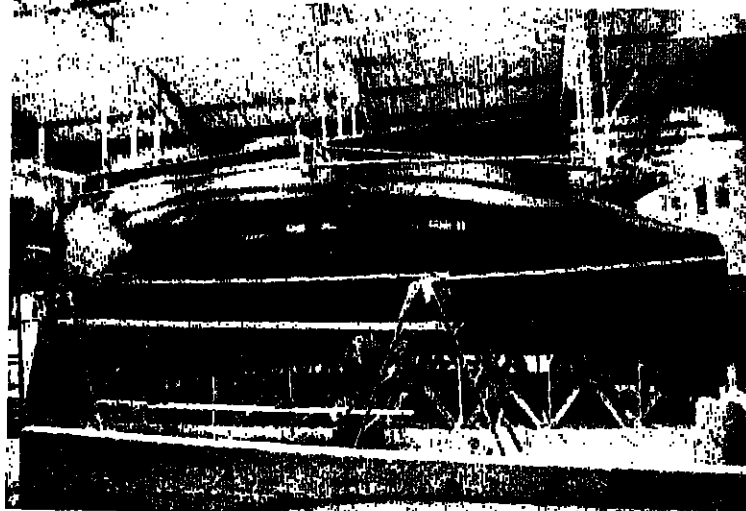
Cygnus are also heavily involved with several overseas contracts, where the developing nations are beginning to equip and up-date their inshore fleets. Pictured is a typical general arrangement of a GM 43 for tropical use, complete with insulated fishroom and accommodation. Generally crews tend to be greater in number in the third world, and the whaleback is virtually standard equipment to give good accommodation space.

Pictured also is the GM43 plug nearing completion.

Such is the confidence in the designer — Gary Mitchell, and the builders — Cygnus, that there were already four firm orders before the mould was made.



SECTIONAL PROFILE

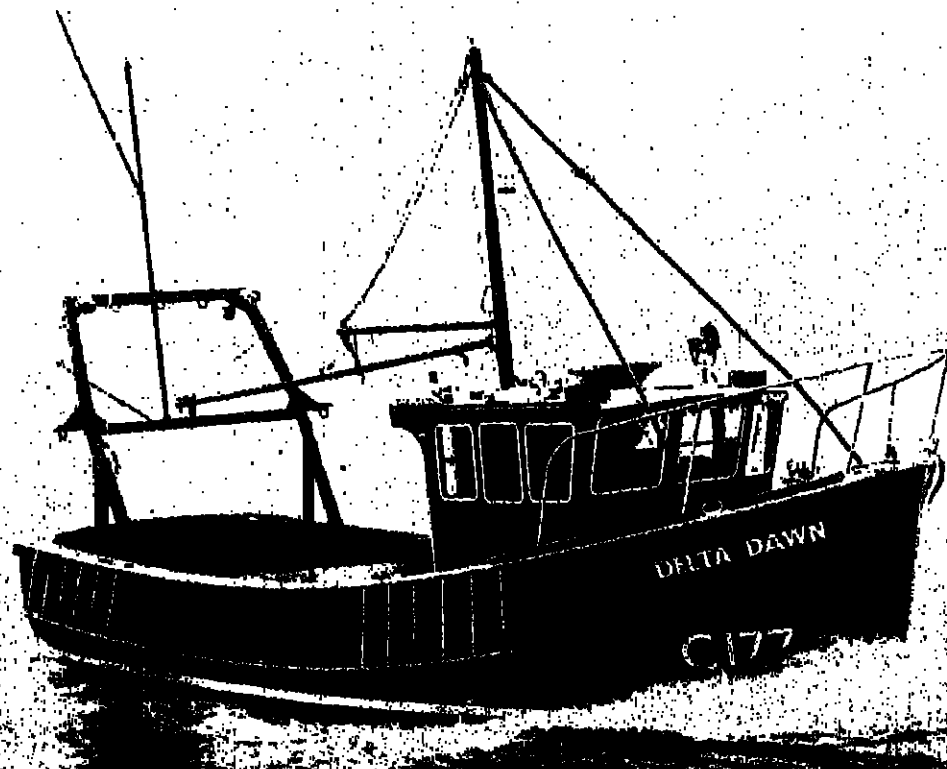


IRELAND—Year 2

O'DRISCOLL Boatbuilding, after an exciting first year importing the Cygnus hulls into Ireland, have begun the second year well with orders for GM32's and GM37's. It is interesting to note that in the first year the majority of hulls were GM26's, but the tendency this year is definitely larger.

The fact that Cygnus is now a household name in Ireland must be largely attributed to Joe O'Driscoll himself. Within two years of building his first GRP boat, he is now producing fishing vessels of enviable quality — typified by Delta Dawn (see photo). This GM37, built for Kevin Downes of

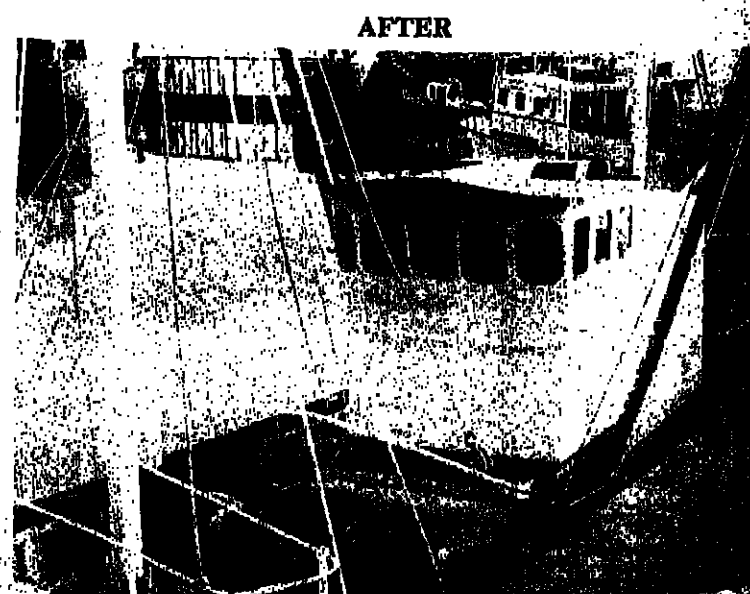
Duncannon, is truly versatile, and with her Spencer Carter 1 ton trawl winch, Hydema powerblock, Simrad EY echometer, Sailor RT144B VHF, Decca 060 radar, Decca 21 navigator, she can trawl or net, and is currently wreck fishing! Power is from the ever faithful Gardner 6LXB marine diesel. She is certainly a credit to both O'Driscoll and her owner.



FACELIFT FOR MARC-HELENE

AN interesting transformation took place in Penzance in April. Clive Emmerson's newly acquired 57-foot French trawler, Marc-Helene, was given a new Cygnus GRP wheelhouse and galley module to replace the original French attempt. Cygnus have currently three orders for these mouldings — all for imported French boats, which tend to have small draughts, and leaky, wheelhouses. The Cygnus GRP wheelhouse (of which there are two sizes — 6ft. x 5ft. and 4ft. x 4ft. 6in.) are maintenance-free, and, being completely bonded internally, do not leak, even when subjected to all the stresses and strains of commercial fishing.

Why not transform your existing wood or steel vessel with a modern GRP wheelhouse?



THE GM RANGE

CYGNUS 15

LOA 15ft.
Beam 4ft. 11in.
Draught 9in.

GM19

LOA 19ft.
Beam 7ft. 6in.
Draught 1ft. 9in.
Dis. ¼ tonne

GM21

LOA 21ft.
Beam 8ft.
Draught 2ft. 6in.
Dis. 3 tonne

GM26

LOA 26ft.
Beam 9ft. 9in.
Draught 3ft. 3in.
Dis. 6.5 tonne

GM32

LOA 32ft. 6in.
Beam 12ft.
Draught 4ft.
Dis. 11 tonne

GM37

LOA 37ft. 3in.
Beam 14ft.
Draught 5ft.
Dis. 19 tonne

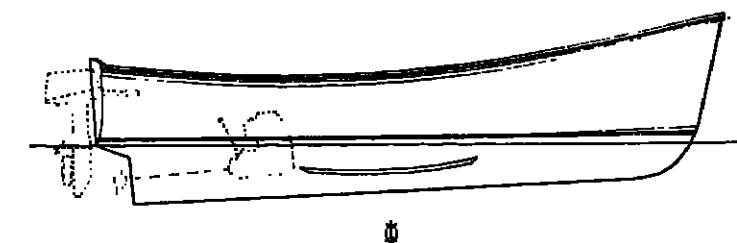
GM43

LOA 44ft.
Beam 17ft.
Draught 7ft.
Dis. 40 tonne

NEW GM19 FOR THE INSHORE MAN

THE latest addition to the Cygnus GM range, the GM19, is a radical departure from the normal Gary Mitchell concept. Unlike the GM21, it is a shallow draught vessel with full bilges for working shallow waters and taking the ground without legs or bilge keels. With the high price of fish on the markets, there has been a big increase in single handed fishing from coves and beaches, and this demands a particular type of craft. This, of course, fits in with the Cygnus policy of giving fishermen what they want. The GM19 has a beam of 7ft. 6in., a draught of 1ft. 9in., and a displacement of ¼ to 1 ton. Recommended horsepower range is from 8 to 20. It is hoped that a moulded forward dodger will be available later this year.

Length overall 19' 5 1/2"
Beam moulded 7' 6" 23M
Draft 1' 9" 53cm



BRITANNIA YARD All Systems Go

WITH magnificent effort and co-operation from the total workforce, it took Cygnus only two weeks to move lock, stock and barrel the two miles to Britannia Yard. Although twice the size of the old yard, by the end of January 1978, all 22,000 sq. ft. was full with hulls under construction. By March, all the styrene extraction trunking had been installed, making the Cygnus yard one of the most modern, fully equipped, and safety conscious moulding units in the country.

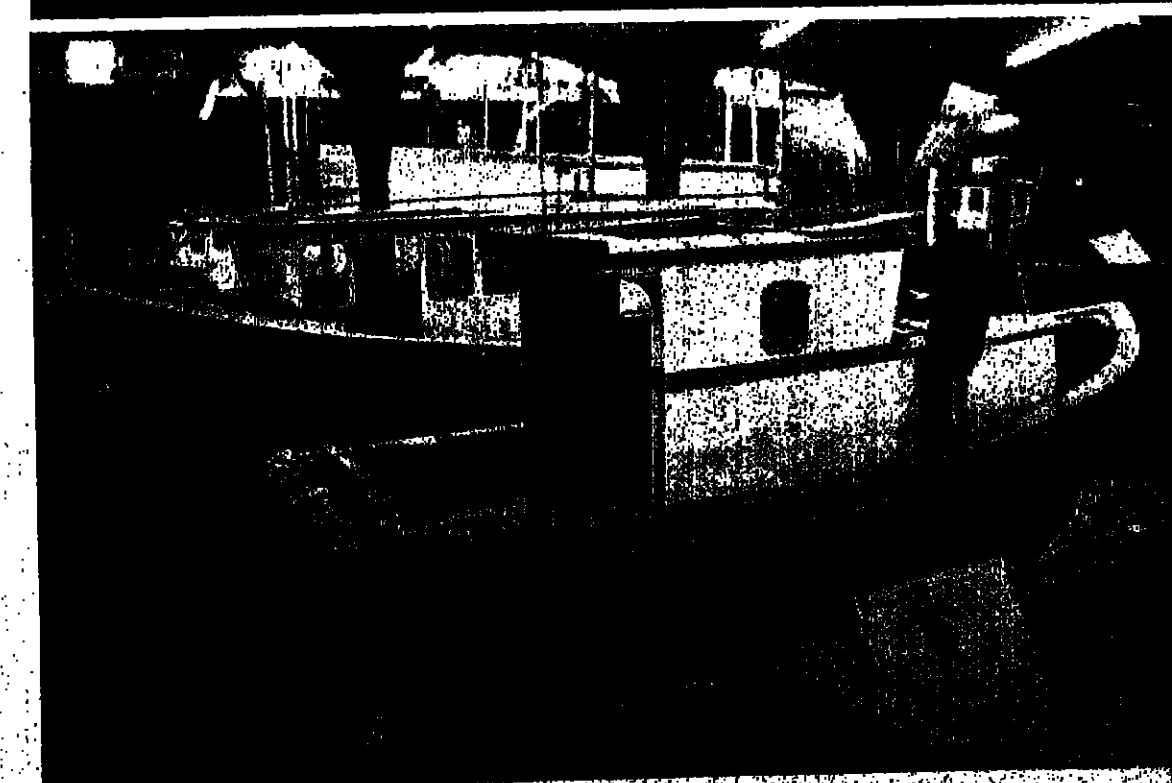
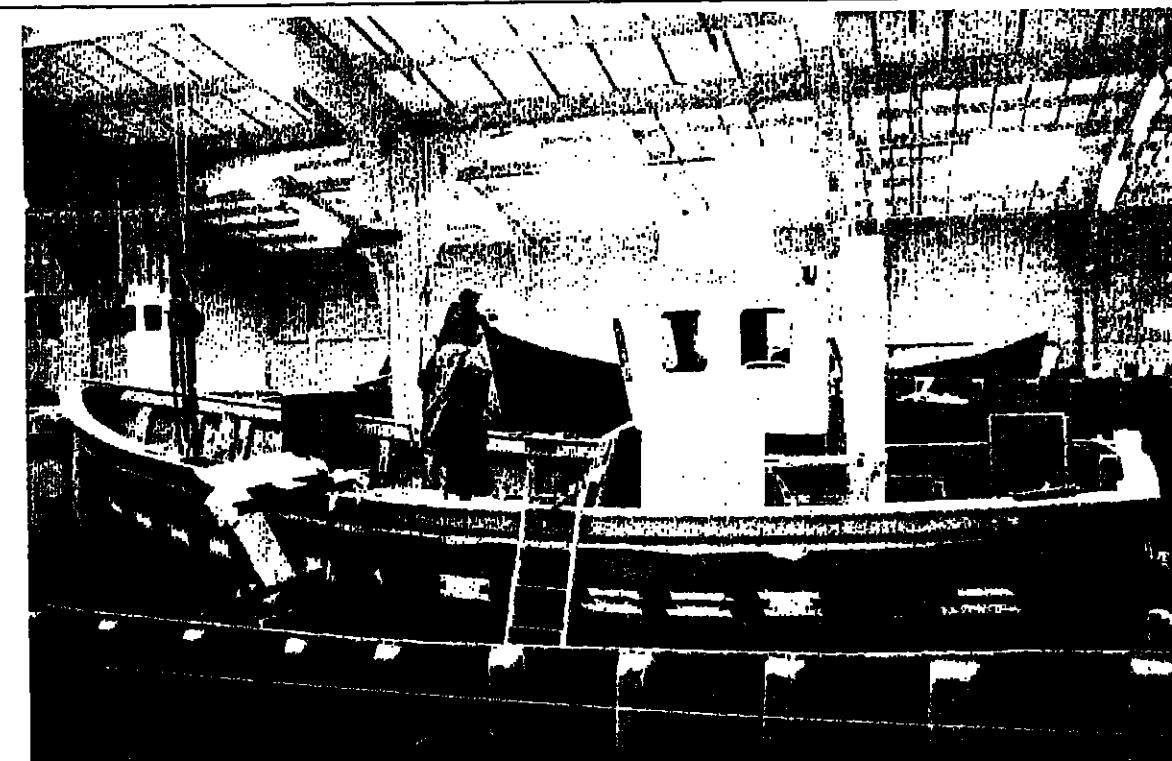
At the time of going to press there were 30 vessels under construction at Britannia Yard. All fishermen, whether in the market for a boat or not, are always welcome to visit the yard at any time.

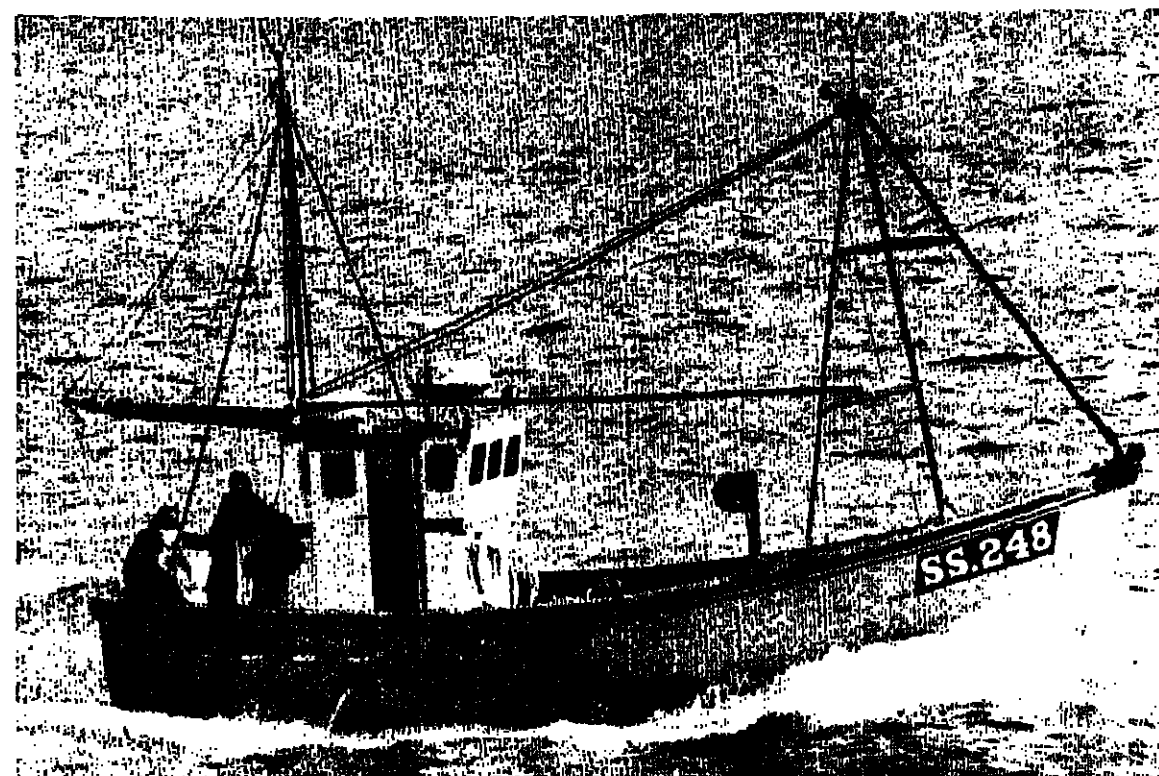
The smallest members of the Cygnus fleet — the little 15ft. working punt, and the plug for the new GM19.



Pictured (above, right) is a Cygnus GM32 crabber for Keith Favia of Salcombe. Powered by a Thornycroft 345, 100hp diesel, she is fitted with a ¼ tonne Celtic Slave line hauler, Sailor RT144B, Decca Navigator 21, and a Seascan Radar.

Pictured (right) is the general scene inside Britannia Yard. In the foreground is a GM26 cruising yacht for Holland, behind which is GM32 hydrographic survey boat for Portsmouth Polytechnic. Dominating the whole scene is the GM43 plug.





GUNDELACH'S CFP RUS

EUROPEAN Fisheries Commissioner Finn Olav Gundelach is currently touring EEC capitals to see what progress can be made towards a Common Fisheries Policy at a ministerial meeting in Luxembourg (June 19-21).

On June 1 Mr Gundelach was in Copenhagen for talks with Danish Fisheries Minister, Svend Jacobsen, and today he is in Paris to see the French Minister responsible for fisheries. Mr Gundelach finishes his tour in London on June 6 when he will meet Fisheries Minister John Silkin.

Sources in Brussels are pessimistic about any progress being achieved. They do not expect Mr Silkin to modify his position and think that the other fisheries ministers are highly unlikely to make further concessions.

The Danish Minister is almost certain to take a tougher stand following the port blockade by 2,000 Danish fishermen which ended on May 18.

The Danes were protesting about the drastic reduction of quotas in the Baltic and the EEC's continuing failure to negotiate agreements with the Baltic countries (including the USSR, Poland and East Germany) with which fisheries contacts have been frozen since last November).

Flagging

Mr Gundelach's tour is intended to sound out opinion at a political level following talks at a technical level by Eamonn Gallagher, Director-General of Fisheries at the European Commission, when he visited EEC capitals from May 11-18.

Mr Gundelach will also try to maintain momentum towards a CFP. This has flagged considerably since the last Fisheries Council on April 24.

A council meeting scheduled for May 22-23 was postponed because of lack of progress.



The staff of the new Danbrit net making department at Grimsby. Left to right: Les Gorman, Mark Hallam, Tom Mackay, Betty Booth and Max Vialholm who manages the department.

NEW NAME IN NETS

LATEST Grimsby firm to move into the complicated world of net manufacture and repair work (as reported by *Fishing News*) is Danbrit (Fish Salesmen) Ltd.

Earlier this year the firm, which is now widely known for its management of British and foreign fishing vessels, acquired premises in Kemp Road, on Grimsby's North Wall, where it has set up a well organised net making department.

The vastly experienced Danbrit team is headed by Les Gorman, whose skills at net manufacture and design are already bringing in the new outfit plenty of work.

Mr Gorman has spent all

his working life with nets and before joining Danbrit was foreman of the net departments with Harry Franklin and, more recently, Allard, Hewson & Co. Ltd. He built up a reputation as one of the top net men in the country there.

With Mr Gorman in Tom Mackay, formerly of Wick and Miss Betty Booth, who have both worked closely on advanced net construction for many years.

Mr Mackay and Miss Booth also relinquished posts with Allard, Hewson & Co. Ltd. to join Danbrit and, like Mr Gorman, neither has any regrets because of the scope of the new venture.

On the administration side, Max Vialholm works between the Kemp Road factory and the main Danbrit offices in Wharfedale Road, on Grimsby fish docks.

The new net-making department is geared up to tackle a comprehensive range of nets, from small inshore nets right up to the largest pair trawls.

Materials in use include corlene, nylon twist, Corin plait and nylon braid and nets can be supplied fully rigged with bobbins, leads, etc.

Already proving popular is the No. 1 Danbrit 'intermediate special' nylon cod net of 120 mm. It's a multi-purpose net which many of Grimsby's top anchor-seiners are now using.

The firm also manufactures most of the traditional net designs, including jumbo nets, under the Danbrit name. It will also undertake specific orders of design.

The premises have plenty of room for expansion and include outside facilities for drying and dipping nets in bitumen.

Grimsby has long held a reputation for producing some of the best and most reasonably priced nets in the world. It is quite clear the new Danbrit net department is anxious to enhance this reputation for its Mr Gorman told *Fishing News*: 'We aim to produce the best quality nets and provide the best possible service to the netting industry.'

International Fisheries and Marine Equipment Exhibition.

QUEEN'S LINKS, ABERDEEN.
14-18 JUNE, 1978.

A warm welcome awaits home and overseas exhibitors and visitors to Europe's largest and most comprehensive fisheries exhibition in 1978. A record number of marine engine manufacturers will be represented. Boat builders, designers, deck and fishing gear manufacturers will be heavily represented. Processing, packaging and refrigeration will show plenty to those interested in the handling side of the industry. Banks and marine insurance companies will be offering their many services to exhibitors and visitors alike.

Products from many parts of the world will be on display with national displays from Denmark and Norway.



EAGLE EXHIBITION CONSULTANTS LIMITED.

Ludgate House, 110 Fleet Street,
London EC4A 2JL.

Tel: 01-353 4885/9. Telex: 21977.

Supported by:
British Fish Producers' Organisation Ltd.
Scottish Fish Producers' Organisation Ltd.
Irish Fish Producers' Organisation Ltd.
European Fish Producers' Organisation Ltd.
International Fish Producers' Organisation Ltd.
North Atlantic Fish Producers' Organisation Ltd.
South Atlantic Fish Producers' Organisation Ltd.
Mediterranean Fish Producers' Organisation Ltd.
Black Sea Fish Producers' Organisation Ltd.
Indian Ocean Fish Producers' Organisation Ltd.
Pacific Fish Producers' Organisation Ltd.

Broadside on fishing broadcasts

THE BBC in Scotland should give more broadcasting time to fishing. In a letter to Alastair Hetherington, controller for the BBC in Scotland.

Mr Hamish Watt SNP Parliamentary spokesman on fishing said he believes that the radio time currently spent in broadcasting the proceedings in Parliament could be more profitably used by letting the public at large know something of the happenings in the fishing industry which plays such a large part in the lives of so many communities throughout Scotland.

In a statement afterwards, Mr Watt said that he was constantly being approached by fishermen throughout Scotland who feel their industry was getting a very poor deal in the allocation of broadcasting time.

As the whole future of the industry was still very much in the melting pot because of



Hamish Watt: 'more air time for fishing'.

the workings of the Common Fisheries Policy a daily commentary on the state of the industry and its problems would be both interesting and informative.

Many members of the general public are interested in the fishing industry but are unaware of the extreme danger that the industry is in because of the lack of information.

New lobster tanks for Fleetwood

A LOBSTER storage system has been installed at Fleetwood fish market by Shellfish Systems Ltd. of Bristol.

It is the first such system to be installed at Fleetwood and is designed to ensure the continuity of supplies.

The storage system is completely self-contained using recirculated artificial seawater. This water is circulated by an electric pump and cooled by a refrigeration unit. The six GRP storage tanks have a total capacity of 1000 lbs of lobsters which can be stored for several months.

Shellfish Systems Ltd. can make these storage systems in sizes to meet any requirements and currently under development are a display system with a glass tank.

Above: the protection vessel HMS *Lindisfarne* alongside the French trawler *Chenonceaux*.

NABBED!

THE SKIPPER of the 99 ft. French trawler *Chenonceaux* has missed going to prison as he paid his £700 fine for fishing in British waters with a small mesh net.

Georges Jean Bourhis from Finistere was fined

at Plymouth magistrates court last week (*Fishing News*, June 2) after pleading guilty.

He was ordered to pay £700, plus £241 costs, with a 60-day prison sentence in default of payment within 24 hours.

—but French skipper misses jail



Fishing News Books

Fishing News Books specialises in practical books on commercial fishing, fish farming and allied subjects.

You can order with confidence for book despatch by return or send for our catalogue which describes each book.

- A Living from Lobsters — Stewart £2.25
- Aquaculture Practices in Taiwan — Chen £5.00
- Better Angling with Simple Science — Pratt £3.00
- British Freshwater Fishes — Varley £3.00
- Coastal Aquaculture in the Indo-Pacific Region — FAO £10.00
- Commercial Fishing Methods — Sainsbury £5.50
- Control of Fish Quality — Connell £5.50
- Culture of Bivalve Molluscs — Waine £5.50
- El Capture, Culture, Processing and Marketing — Forrest £7.25
- El Culture — Uvui £7.75
- El Culture — Uvui £1.00
- Escape to Sea — Burgess £11.50
- European Inland Water Fish — FAO £2.00
- FAO Catalogue of Fishing Gear Designs £8.00
- FAO Catalogue of Small Scale Fishing Gear £8.75
- FAO Investigates Ferro-Cement Fishing Craft £15.50
- Farming the Edge of the Sea — Iversen £13.50
- The Fertile Sea — Orr, Marshall £3.00
- Fish and Shellfish Farming in Coastal Waters — Milne £9.00
- Fish Catching Methods of the World — Brandt £7.75
- Fish Farming International No. 2 — Hjul £15.50
- Fish Inspection and Quality Control — FAO £14.00
- The Fish Resources of the Ocean — FAO £14.00

- Fisheries Oceanography — Hela, Loavatu £8.00
- Fishery Products — FAO £14.00
- Fishing Boats of the World 1 — FAO £15.00
- Fishing Boats of the World 2 — FAO £15.00
- Fishing Boats of the World 3 — FAO £15.00
- Fishing Cadet's Handbook — Hodson £14.00
- Fishing Ports and Markets — FAO £6.00
- Fishing with Electricity — FAO £3.75
- Fishing with Light — FAO £15.00
- Freezing and Irradiation of Fish — FAO £15.00
- Handbook of Trout & Salmon Diseases — Roberts, Shepherd £6.00
- Handy Medical Guide for Seafarers — Scott £3.00
- How to Make and Set Nets — Garner £3.00
- Inshore Fishing — IV's Skills, Risks, Rewards — Judd £3.00
- International Regulation of Marine Fisheries — Koers £2.50
- The Lomon — Sole — Ras £2.50
- Marine Pollution and Sea Life — FAO £2.00
- The Marketing of Shellfish — Nowak £2.50
- Mechanisation of Small Fishing Craft — FAO £3.50
- Mending of Fishing Nets — Garner £2.25
- Modern Deep Sea Trawling Gear — Garner £14.00
- Modern Fishing Gear of the World 1 — FAO £14.00
- Modern Fishing Gear of the World 2 — FAO £14.00
- Modern Fishing Gear of the World 3 — FAO £14.00
- Modern Inshore Fishing Gear — Garner £3.50

- More Scottish Fishing Craft — Wilson £3.50
- Multilingual Dictionary of Fish and Fish Products — OECD £18.00
- Navigation Primer for Fishermen — Howell £5.75
- Netting Materials for Fishing Gear — FAO £3.50
- Pair Trawling and Pair Seining — Thomson £12.00
- Planning of Aquaculture Development — FAO £4.80
- Power Transmission and Automation for Professional — O'Farrell £3.50
- Refrigeration on Fishing Vessels — Merrill £3.50
- Salmon and Trout Farming in Norway — Edwards £9.00
- Salmon Fisheries of Scotland — ASDSFB £3.90
- Seafood Fishing for Amateur and Professional — O'Farrell £3.50
- Ships' Gear 66 — Hind £4.00
- Bonar in Fisheries — Tucker £3.00
- Stability and Trim of Fishing Vessels — Hind £3.00
- The Stern Trawler — Hjul £4.25
- Stocks of Whales — Mackintosh £2.50
- Testing the Freshness of Frozen Fish — Gould £3.50
- Textbook of Fish Culture: Breeding and Cultivation of Fish — Huot £15.00
- Trawlingmen's Handbook — Oliver £3.50
- Tuna: Distribution and Migration — Nakamura £14.00
- Underwater Observation Using Sonar — Tucker £4.00

BARGAIN CORNER

Escape to Sea — John Burgess

A vivid description of the author's escape from deskwork in the '30s, via the Australian bush, to the sea career which gave practical knowledge for his current writings. His world-wide adventures pointed to many ways in which a living can be made from the sea; the book ended with guidance on fishing methods; places, training. Some of this detail is now dated which means you can now buy this lively yarn for £1 only

To: Fishing News Books Limited, 1 Long Garden Walk, Farnham, Surrey, England. (Tel. Farnham 28668).
(Registered in England No. 412078. Reg office: Lee House, London Wall, London EC2).

Please forward the books marked which cost £.....

Plus 5% for packing and posting

Total enclosed £.....

Name (Use block letters please)

Address

Signed

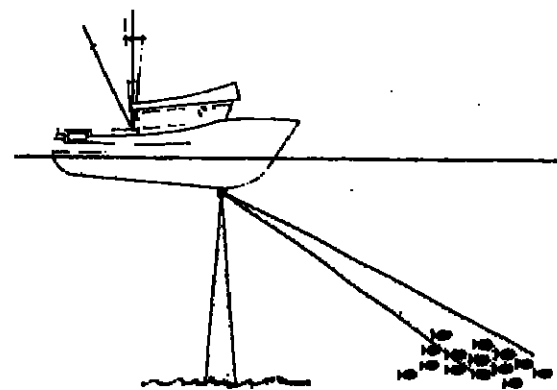
Date

Ref EN 2/6/78

WESMAR SCANNING SONAR

ALL ROUND FISH DETECTION AND
BOTTOM SEARCH

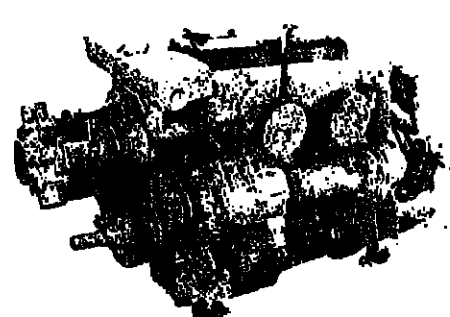
AT CATCH '78
STAND B522



SEABOURNE ELECTRONICS LTD
UK Importers and Distributors
Tel. (0752) 28114 (28294)

FOR FULL DETAILS WRITE:
SEABOURNE ELECTRONICS LTD
Freeport, Plymouth, PL1 2LD
(No stamp required)

Mercraft



Marine Engines engineered to accommodate driven equipment
in today's inshore fishing boats.
55hp to 180hp
MERCRAFT MANUFACTURING CO. LTD.
Church Street, Liddington, Nr. Royston, Herts.
Tel: 0763 862217/8. Sales: 0828 23862.

FISHERMEN'S MISSION

SERVING and CARING
For Shipwrecked, Sick,
Distressed, Disabled, Retired
and Sea Going Fishermen
their Wives, Widows and
Children
THIS IS OUR BUSINESS
Will you share in this ministry by
sending a generous donation to
Royal National Mission to Deep Sea
Fishermen
43 Nottingham Place,
London W1M 4BX

Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L.
Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.



Petrol H.M. The Queen

87 years constant service to fishermen and their families

How to catch nephrops

"I AM at present lobstering on the east coast of Scotland, but I will soon go fishing for Norway lobsters on the west coast."

"Have you any information about grounds on which nephrops are to be found, their habits, and methods used to catch them."

Nephrops are to be found on patches of sticky mud in depths between 15 and 100 fathoms — a type of ground usually located in positions partially sheltered by land.

They are thought to live in holes in the mud and use them as refuges when danger threatens.

Cod, conger eels, skate and dogfish relish these crustaceans and their approach means danger; so does the approach of a trawl groundrope.

They are averse to light, although this is only a partial danger as it enables them to be seen, and are more likely to be found outside their burrows at dawn and dusk than in the daytime.

They are said to feed on practically anything edible found on the grounds which they inhabit. Minute molluscs, crustaceans and pieces of fish have been found in their stomachs. They will also eat dead or decaying matter.

Shell casting and mating probably takes place around May for at this time catches are usually very low.

In general, around the coasts of Britain, mature female nephrops spawn between August and October. At this time they carry black berries. They then disappear from catchable stocks until after their eggs are hatched in April or May. Soon afterwards they reappear among catches as 'softs'.

In the Firth of Clyde, however, times of spawning, hatching and casting appear not to follow the general pattern.

Highest catches are usually made in June, July, August and September.

Until 1956, nephrops in Scottish waters were mostly caught in haddock seine nets. Then seine net fishermen in the Firth of Forth rigged their standard mesh nets with otterboards and towed them.

A little later they started to use nets with 2 1/2 in. mesh in the bag and three in. mesh in the wings and this type of net, with certain minor modifications, came to be known as a nephrops trawl.

The nephrops trawl has comparatively few floats on the headline and is fitted with a thin wire groundrope which will sink into the mud and scoop prawns into the net. General practice is to tow it as slowly as possible over likely ground for about an hour at a time.

According to reports nephrops are unpredictable quarry. You can tow over a ground and catch very few then repeat the tow straight away and make a big haul.

Better results are likely to be achieved at slack water when the tide is running.

strongly, also on dull rather than bright days. Nephrops can be captured in commercial quantities in creels as well as trawls and they are extensively used where trawling is prohibited. They are more lightly constructed than lobster creels, weighing only about ten lb. and most consist of galvanised steel frames covered by small mesh netting. The customary two entrances are made of similar netting and have metal or

a really firm grip?"

I don't know from practical experience of using it for longlining, but from tests I have made it seems to me that American-type clip grip Sea Queen line as firmly as any.

This recently introduced line is made from a mixture of staple spun nylon and split or fibre film polypropylene. It has great tensile strength yet is much softer than hard laid halibut line.

I have used Greenfil rope, which is made of a similar



John Burgess' Log

plastic eyes no more than four in. in dia.

Creels with wooden bases are seldom used as they tend to sink into the mud at any angle. Bases are usually made of the same netting as is used to cover the rest of the creel as they are not likely to be damaged like the bases of lobster pots set on rough ground. One end of a nephrops creel is usually hinged to form a large door from which the catch can be released speedily.

Creels are normally laid in depths of 30 fathoms or over to avoid entry of crabs which devour bait and make themselves a general nuisance. They are baited with salt mackerel or herring, pieces of conger eel or dogfish and are fished in strings — spaced at intervals of about eight fathoms on a backrope.

They may be hauled at intervals of a few hours or daily. Creels specially designed for catching nephrops are obtainable from Mackay and Macleod Engineering Ltd., Evanton Industrial Estate, Evanton, Ross-shire; John Lee, Muirtown Wharf, Inverness; and R. and B. Leakey, The Sutcliffe House, Settle, Yorkshire.

Should you think of trawling for them, either Bridport Gundry Ltd., 5 Bond, Regent Road, Aberdeen; W. & J. Knox Ltd., Kilbride, Ayrshire; J. & W. Stuart Ltd., Musselburgh, Midlothian; or the Boris Net Co., Strichen, Aberdeenshire would be able to supply you with a suitable net.

Department of Agriculture and Fisheries for Scotland's Marine Research publication No. 1 for 1954 will also be helpful.

Grip with Sea Queen

"FOR THE last three or four years I have been using very hard laid, tarred nylon longline designed for use when lining halibut.

It is excellent line and more durable than any I have used, but some American type longline clips which I have recently bought do not get much of a grip on it.

"Can you recommend an alternative type of line on which clips of this sort can get

a really firm grip?"

I don't know from practical experience of using it for longlining, but from tests I have made it seems to me that American-type clip grip Sea Queen line as firmly as any.

This recently introduced line is made from a mixture of staple spun nylon and split or fibre film polypropylene. It has great tensile strength yet is much softer than hard laid halibut line.

I have used Greenfil rope, which is made of a similar



John Burgess' Log

plastic eyes no more than four in. in dia.

Creels with wooden bases are seldom used as they tend to sink into the mud at any angle. Bases are usually made of the same netting as is used to cover the rest of the creel as they are not likely to be damaged like the bases of lobster pots set on rough ground. One end of a nephrops creel is usually hinged to form a large door from which the catch can be released speedily.

Creels are normally laid in depths of 30 fathoms or over to avoid entry of crabs which devour bait and make themselves a general nuisance. They are baited with salt mackerel or herring, pieces of conger eel or dogfish and are fished in strings — spaced at intervals of about eight fathoms on a backrope.

They may be hauled at intervals of a few hours or daily. Creels specially designed for catching nephrops are obtainable from Mackay and Macleod Engineering Ltd., Evanton Industrial Estate, Evanton, Ross-shire; John Lee, Muirtown Wharf, Inverness; and R. and B. Leakey, The Sutcliffe House, Settle, Yorkshire.

Should you think of trawling for them, either Bridport Gundry Ltd., 5 Bond, Regent Road, Aberdeen; W. & J. Knox Ltd., Kilbride, Ayrshire; J. & W. Stuart Ltd., Musselburgh, Midlothian; or the Boris Net Co., Strichen, Aberdeenshire would be able to supply you with a suitable net.

Department of Agriculture and Fisheries for Scotland's Marine Research publication No. 1 for 1954 will also be helpful.

Grip with Sea Queen

"FOR THE last three or four years I have been using very hard laid, tarred nylon longline designed for use when lining halibut.

It is excellent line and more durable than any I have used, but some American type longline clips which I have recently bought do not get much of a grip on it.

"Can you recommend an alternative type of line on which clips of this sort can get

Longlining with speed

IF YOU are interested in speeding, and taking some of the labour out of longlining operations, two 'Speedoline' systems which have been developed by Kelvin Jacobson of Spiddal, Co. Galway, Ireland are likely to be worth considering in detail.

The simpler of the two can be worked by two men. It enables lines to be baited and shot at full speed, and to be recovered at a rate of about 100 hooks every seven minutes.

Equipment includes an automatic baiting box, magazine, hand coiling unit, hook cleaner and splitter. Equipment employed in the more sophisticated system is considerably more extensive and expensive. It includes a fair lead which, though to collect fish knocked off by a stripper, hook cleaners, no less than three line haulers, a splitter, and a magazine.

With it lines can be hauled at a rate of about 100 hooks every four minutes but at least four men, preferably six, are required to work the system to maximum advantage.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

SEAWINCH LTD.

Unit 18, St Michael's Trading Estate
Bridport, Dorset DT6 3RR
Telephone: Bridport 86232

CAPSTANS
LINEWHEELS
NET HAULERS
PUMPS
COMPLETE KITS

Reliable Power
for the
Inshore Fisherman

WIGHT STERLING DREDGING & PILING LIMITED

Stoats, Weston Lane, Totland, Isle of Wight.
(088 383) 2888 or 3444

Would be pleased to offer YOU a quote in any one of our varied fields of Marine Services, i.e. DREDGING, PILING, anchor laying, etc., and also have the following:

AVAILABLE FOR CHARTER
SELF PROPELLED MUD HOPPERS • ALL TYPES OF
DREDGERS • FLAT TOP PONTONS • WORKBOATS
• ANCHORS, CHAIN, BUOYS, etc.

'NOKALON'

PANTHER PLAST DENMARK
The original plastic trawl float

Sizes from 6" to 11" and capable of working depths from 200 metres to 1,500 metres. The duty trawl floats guaranteed for 2 years. Ask your local Chandler for details or write direct to the U.K. Agent —

HUGH NORMAN (Marine Sales)
LIMITED

Ythan Cottage, Elton, Aberdeenshire

'Caught red-handed'

A FRENCH trawler skipper caught using illegal nets — a small-mesh one inside the other — 20 miles inside British limits was ordered to pay a total of £1,469 in fines and costs at Lowestoft last week.

The skipper, Jean Paul Magnier, from Etampes, near Boulogne, admitted one offence of carrying an obstructed net while fishing and was fined £800.

He pleaded not guilty to another similar charge, but the case was found proved and he was fined a further £600. He was also ordered to pay £200 prosecution costs, £46.13 pilot's fee and £23.03 harbour dues. The magistrates ordered the nets to be confiscated.

Nicholas Holroyd, prosecuting for the Ministry of Fisheries, said HMS Cuxen, a Royal Navy minesweeper on fishery protection duty found the French trawler, Cassel, fishing 13 miles south-east of Orford and 20 miles inside the British limits.

Lt. William Wellstead said he boarded the trawler while it was still fishing and as he went on board saw the skipper, who was hauling in the net, "do something with a knife."

When the cod end was hauled inboard he saw there was another net inside it. "The skipper untied the cod end knot and cut something with a knife," said Mr. Holroyd. "He lifted up the cod end, released the fish and

quickly dropped the net on to the pile of fish."

Lt. Wellstead said he lifted the large net up and found another small-mesh net, known as a "blinder", beneath it. It was still attached to the cod end. The haul contained five per cent of immature fish. He measured the "blinder" mesh and found it to be 45.5 mm compared with the legal minimum of 70 mm.

Another net found on the trawler had a small-mesh lining. There were a number of fresh, immature fish in one net. The trawler was then arrested and taken into Lowestoft.

"The skipper was caught red-handed using the starboard net and had that one been damaged he would undoubtedly have used the other one," said Mr. Holroyd.

The French skipper said he left Boulogne on Monday and started fishing inside French waters, where he was allowed to use blinders to catch mackerel and other small fish.

He had not used the port

net and if the starboard one had been lost or damaged he would have returned to France or fished in French waters.

Recalled to the witness box, Lt. Wellstead said both nets found on the trawler had been identical. The port net had

contained baby soles, codling and whiting.

Appearing for the French skipper, David Crome said the discovery of small fish on the trawler was "not sufficient" for a conviction if Cassel had fished French waters during part of her trip.

"We went to sea on Sunday and came in early on Tuesday after making only four hauls,

when we would normally expect to make about ten," said Mick.

"We have ruined six sets of cod-nets in a week. This time we dropped the nets into detergent and then boiled them for five hours, but still haven't got rid of the oil."

He and his crew on the 57 ft. Corina had found oil on the seabed up to 12 miles out. "We are cleaning up and making up new cod ends and will have a go somewhere else," he said. "Some boats have given up, but we shall just keep on trying."

GEAR HIT BY SPILL

THICK OIL on the seabed off the Suffolk coast is still posing problems for inshore fishermen at Lowestoft.

Skipper Mick Whittington and his crew spent 24-hours struggling to clear oil from their nets and returned to Lowestoft after what he described as "a completely ruined trip."

"We went to sea on Sunday and came in early on Tuesday after making only four hauls,

Abalone survey

THE Guernsey Sea Fisheries Committee has invited a team of marine biologists to survey abalone breeding.

This species of *Haliotis tuberculata*, known in the islands as the ormer, has declined in numbers recently that there is a ban on fishing it except on two tides each year.

The biologists, headed by Mr. R. G. Forster, are from the Plymouth Marine Biological Association.

At the same time M. Jean-Pierre Flassch, a senior French scientist, who is involved in the ormer breeding project which was started at the Oceanological Centre at Brest in 1973, will also be in Guernsey.

The Guernsey committee is to visit Brest later this year to follow the French programme at first hand.

Juvenile abalones are housed in concrete shelters on the shore and it is hoped that eventually 50 per cent of them will reach maturity.

By the 1980s the Brest centre expects its hatcheries to be producing 500,000 ormers a year.

Will they tolerate the smoking and the spitting? Will they allow vulnerable foods like jellyfish and peeled prawns to be displayed without any coverings. Will they consider fillets and skinned fish to be "open food" which the regulations require to be specially protected? Will they take steps to prevent valuable fish being carried out to the delivery vehicle in half a cardboard box lid with the four-stone box immediately above it crushing its unprotected contents?

Not only management may have to change its ways but labour too. The odd mavericks who scorn the traditional porters smooch and flout their fish-slimed jeans will have to come into line and adopt clean washable clothing. The smoking and hand-washing rules will apply to porters, equally as much as they will to the salesmen.

And what of the "cats"? — the unloved, unwashed derelicts who earn their "meths" money by giving the porter with a heavily laden trolley, a push "up the hill." No environmental health officer in his right mind would allow their unhygienic presence anywhere near food. If they are not to be allowed in the new market, will a porter in need of a shove, where his bobbin with a suitably clad and cleaned colleague, and if he has to, how much more bobbin shall we have to pay?

Billingsgate

THERE is still a great deal of talk about moving the market, but now it tends to be "when" rather than "if." The present assumption is that Billingsgate will go to Dockland and this will mean many changes including that of local authority. One wonders if the leading lights behind the move have taken that into consideration. They may find the fire hotter than the frying pan.

Take for instance the question of food hygiene. For some unpublished reason, perhaps because they have always been going to have a new market, the City Corporation has never attempted to enforce the successive generations of regulations that have been promulgated since the War. Nor have the fish inspectors done more than try and keep the fish off the floor. But will it be like that with a new set of environmental health officers?

Will they tolerate the smoking and the spitting? Will they allow vulnerable foods like jellyfish and peeled prawns to be displayed without any coverings. Will they consider fillets and skinned fish to be "open food" which the regulations require to be specially protected? Will they take steps to prevent valuable fish being carried out to the delivery vehicle in half a cardboard box lid with the four-stone box immediately above it crushing its unprotected contents?

Not only management may have to change its ways but labour too. The odd mavericks who scorn the traditional porters smooch and flout their fish-slimed jeans will have to come into line and adopt clean washable clothing. The smoking and hand-washing rules will apply to porters, equally as much as they will to the salesmen.

And what of the "cats"? — the unloved, unwashed derelicts who earn their "meths" money by giving the porter with a heavily laden trolley, a push "up the hill." No environmental health officer in his right mind would allow their unhygienic presence anywhere near food. If they are not to be allowed in the new market, will a porter in need of a shove, where his bobbin with a suitably clad and cleaned colleague, and if he has to, how much more bobbin shall we have to pay?

Will they tolerate the smoking and the spitting? Will they allow vulnerable foods like jellyfish and peeled prawns to be displayed without any coverings. Will they consider fillets and skinned fish to be "open food" which the regulations require to be specially protected? Will they take steps to prevent valuable fish being carried out to the delivery vehicle in half a cardboard box lid with the four-stone box immediately above it crushing its unprotected contents?

Not only management may have to change its ways but labour too. The odd mavericks who scorn the traditional porters smooch and flout their fish-slimed jeans will have to come into line and adopt clean washable clothing. The smoking and hand-washing rules will apply to porters, equally as much as they will to the salesmen.

And what of the "cats"? — the unloved, unwashed derelicts who earn their "meths" money by giving the porter with a heavily laden trolley, a push "up the hill." No environmental health officer in his right mind would allow their unhygienic presence anywhere near food. If they are not to be allowed in the new market, will a porter in need of a shove, where his bobbin with a suitably clad and cleaned colleague, and if he has to, how much more bobbin shall we have to pay?

Will they tolerate the smoking and the spitting? Will they allow vulnerable foods like jellyfish and peeled prawns to be displayed without any coverings. Will they consider fillets and skinned fish to be "open food" which the regulations require to be specially protected? Will they take steps to prevent valuable fish being carried out to the delivery vehicle in half a cardboard box lid with the four-stone box immediately above it crushing its unprotected contents?

Not only management may have to change its ways but labour too. The odd mavericks who scorn the traditional porters smooch and flout their fish-slimed jeans will have to come into line and adopt clean washable clothing. The smoking and hand-washing rules will apply to porters, equally as much as they will to the salesmen.

Anger over net damage

TEMPERS against the oil industry ran high at Fraserburgh this week when the local trawler Floreat came back with two huge fenders which had caused damage costing over £400 to her nets. Floreat's net was badly torn when it dragged up the fenders which Skipper Richard Duthie says he is sure are from an oil barge. The weight of the 9 ft. by 4 ft. fenders bent the landing derrick on the vessel as they were hauled aboard after a

six-hour struggle 50-miles off the Buchan coast. The incident drew a strong reaction from Gilbert Buchanan, president of the Scottish Fishermen's Federation, who said that Skipper Duthie's claim would be submitted to the UK compensation fund. He added that he would be pressing for more safeguards for fishermen with compensation for all equipment, not just for damage or loss of gear.

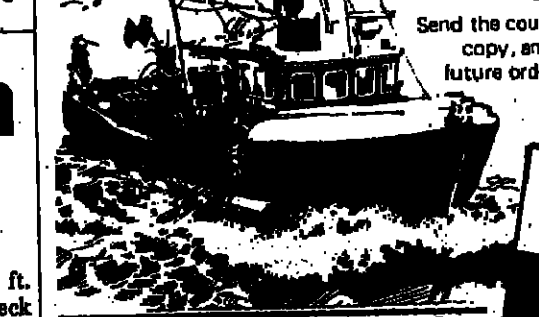
WILLS-RIDLEY
HYDRAULIC STEERING GEAR
Hand or power hydraulic for craft from 25ft to 150ft in length.
Power assisted conversions of hand hydraulic steering gears a speciality.
1002 Winterstoke Road, Weston-Super-Mare
Avon BS23 3YG
Tel: (0934) 28114. Telex: 449533
(Answerback: Wills G). Cables: Steering, Weston-Super-Mare

BOAT BUILDING TIMBERS
● Butte of Oak, Larch, Iroko all sawn through and through to any thickness.
● Kiln dried and machined Yang Dackling and Margins.
● Complete sets Oak frames bavel sawn to your patterns.
● Oslo spruce poles for derricks, etc.
● Delivery to all parts Scotland, England and Ireland.
W. S. BARCHARD & SON LIMITED
WEST DOCK STREET, HULL
Tel: Hull 0482-25566 (5 lines) Telex: 52528

Fishermen worth their salt keep a copy handy

The latest Bridport Gundry Marine Catalogue simply costs you the price of a stamp ... not much to pay for the convenience of essential information always at your fingertips.

Our latest list contains hundreds of items in all, from Eel nets to Beam Trawls, Commercial Fishermen.



the Bridport Gundry Marine Catalogue
Send the coupon for your copy, and make your future ordering quicker and simpler.

To: Bridport Gundry Ltd., Bridport, Dorset. Tel: (0308) 66988
Please send my free MARINE CATALOGUE
Name _____
Address _____

BRIDPORT GUNDRY LTD.
